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**BEFORE THE WASHINGTON UTILITIES
AND TRANSPORTATION COMMISSION**

**WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION,**
Complainant,
vs.
BLESSED LIMOUSINE, INC.
Respondent.

No.: TE-200016 and TE-2--272

DECLARATION CLUSSIE BAGBY

CLUSSIE BAGBY, pursuant to R.C.W. 9A.72.085 declares as follows:

1. My name is Clussie Bagby. I am the owner and operator of Blessed Limousine, Inc.

The following statements are made upon personal, firsthand knowledge.

2. On May 8, 2020, I received a notice from the Federal Motor Carrier Safety Administration (“FMCA”). I have attached the notice hereto as “**Exhibit 1**”.

3. In the Notice, the FMCSA expressed some concerns regarding how Blessed Limousine will monitor driver qualifications and certification. The FMCSA requested additional documentation regarding the same.

4. I spoke with Scott Hernandez at the FMCSA regarding its supplemental request and prepared a SMP to address the issues. On May 9, 2020, I submitted a final SMP to address the issues the FMCSA raised. The May 9, 2020 SMP is attached hereto as “**EXHIBIT 2**”.

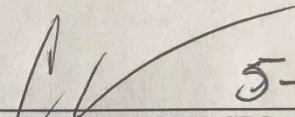
MDK | LAW
777 108th Avenue Northeast, Suite 2000
Bellevue, Washington 98004
(425) 455-9610

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5. After I submitted Ex. 2, I spoke to Traci Johnson at the FMCSA. She told me that we should have our upgrade on or before May 25, 2020.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Dated May 15, 2020 and signed in King County, Washington.


5-15-2020

CLUSSIE BAGBY, CEO
BLESSED LIMOUSINE, INC.

MDK | LAW
777 108th Avenue Northeast, Suite 2000
Bellevue, Washington 98004
(425) 455-9610

EXHIBIT 1



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

Western Service Center
12600 W. Colfax Ave., Suite B-300
Lakewood, CO 80215

Phone: (303) 407-2350
Fax: (303) 407-2339

May 8, 2020

Clussie Bagby, President
Blessed Limousine, Inc.
15 S Grady Way, Suite 634
Renton, WA 98057

USDOT: 2822783

Email: info@blessedlimo.net

RE: Request for Change in Safety Rating under 49 C.F.R. § 385.17

Dear Mr. Bagby:

On October 31, 2019, a compliance review was conducted on Blessed Limousine Inc. (hereinafter “you” or “your”). The review resulted in a proposed safety fitness rating of “Unsatisfactory”. On November 29, 2019, the Federal Motor Carrier Safety Administration (FMCSA) received a request to upgrade your safety rating based on corrective action that you took to come into compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs). Your request was denied on December 27, 2019. On January 8, 2020, the FMCSA received your second request to upgrade your safety rating. Your request was denied on February 7, 2020. On February 20, 2020, the FMCSA received your third request to upgrade your safety rating. Your request was denied on March 20, 2020. On April 7, 2020, the FMCSA received your fourth request to upgrade your safety rating.

After reviewing your upgrade requests, the FMCSA determines that you took the required action to correct the following acute and/or critical violations that resulted in the “Unsatisfactory” safety rating:

- 49 C.F.R. § 391.51(b)(2) – Failing to maintain inquiries into driver's driving record in driver's qualification file (**critical**),
- 49 C.F.R. § 396.9(c)(2) – Requiring or permitting the operation of a motor vehicle declared “out-of-service” before repairs were made (**acute**),

FMCSA determines that you failed to take the required action to correct the following critical violations that resulted in the “Unsatisfactory” safety rating:

- 49 C.F.R. § 383.37(a) – Allowing, requiring, permitting, or authorizing a driver to operate a CMV during any period in which the driver does not have a current CLP or CDL with the proper class or endorsements. An employer may not use a driver to operate a CMV who violates any restriction on the driver's CLP or CDL (**acute**),
- 49 C.F.R. § 395.8(a)(1) – Failing to require a driver to prepare a record of duty status using appropriate method (**critical**), and

- 49 C.F.R. § 396.17(a) – Using a commercial motor vehicle not periodically inspected **(critical)**.

Additionally, you failed to take the required action to correct your unsatisfactory vehicle out-of-service rate which was discovered to be 60% during the compliance review.

Your request for an upgrade and/or evidence of corrective action received on April 7, 2020 (“upgrade request”) was reviewed by FMCSA and it is not sufficient to justify an upgrade to your safety rating, and it failed to demonstrate that adequate corrective actions have been taken to address the violations cited during the compliance review. As required by 49 C.F.R. § 385.17(c) a motor carrier must base its request upon evidence that it has taken corrective actions and that its operations currently meet the safety standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7 and must include a written description of corrective actions taken and other documentation that may be relied upon as a basis for the requested change to the proposed rating.

Your “Unsatisfactory” safety rating became effective January 4, 2020 and remains in effect. Therefore, you were ordered to cease all transportation in interstate and intrastate commerce and your operating authority registration was revoked effective on that date.

The upgrade request you submitted to address the violations of 49 C.F.R. § 383.37(a) was inadequate. Your upgrade included an explanation that you are struggling to overhaul your safety controls and did not understand how to put together a driver qualification file and monitor the driver qualification process. Your upgrade request included an explanation that the reason you used Gary Miller without a passenger endorsement when you had his driving abstract in the file is that you were not aware he needed a passenger endorsement to operate a motorcoach. You indicate that have contracted with Foley Services to create driver qualification files for you and monitor continued performance but you also said that DOT Compliance Help Inc has provided a good driver qualification packet that you are going to use. Your upgrade request included a statement that you will review MVRs for passenger endorsements and medical certification, ensure that drivers go in for a new medical prior to expiration then pull a new MVR after ten days to ensure it was registered. Your upgrade request states you will pull MVRs every 90 days and conduct annual reviews twice a year. Your upgrade request stated that you will wait for Foley Services to give you a “thumbs up” before dispatching a driver, that they will provide a monthly advisory service and notify you right away if anything changes regarding a driver’s MVR, providing the equivalent of an employee notification program. Your policy says that Foley will check all MVRs once per month, that they will check to be sure no one is disqualified for any reason and that Foley will notify you right away if anything is added to a driver’s MVR. Your upgrade request states you are sending Foley Services DQ packets for Bagby and Roberts to check for endorsements and you will double check in the office. On April 16, 2020, FMCSA representative, Traci Johnson, contacted Foley Services to verify the extent of the services they are providing. Foley confirmed that they will compile driver qualification files for you. However, Foley will not determine whether your drivers are qualified and will only obtain abstracts annually. In addition, you have not signed up for their real-time MVR monitoring as described in your safety management plan and they will not obtain MVRs monthly as described in your policy. You failed to describe how you will monitor due dates to obtain MVRs and conduct annual reviews in accordance with your safety management plan.

The upgrade request you submitted to address the violations of 49 C.F.R. § 395.8(a)(1) was inadequate. Your upgrade request included December timesheets. Your upgrade request includes an explanation that you will have drivers complete a 7 Day Sheet or provide RODS after being elsewhere for seven days or, alternatively, you might use a weekly form. It also states that each day a driver is dispatched, you will check to be sure you have either a daily log

or the information required for the 100 air-mile radius exemption. To determine whether the short haul exception was met, you stated that you would ensure the driver stayed within 100 air miles, returned to the work location within 12 hours and provided start time, end time and total hours. You noted that the ADP timecard system would be used as your primary means of tracking hours of service but also stated that you are contacting Keep Trucking which would be your primary means of documenting hours of service and said that you think they both would be used as supporting documents. You also stated that you are studying your options and will add a new procedure to be sure you get this right. In addition, you state that you know where people are all the time, there is no reason for them to falsify anything and if they did you would know immediately. Further, you explained that when the business grows to the extent where you are no longer able to continuously monitor movement, you will start using separate fuel accounts to check fuel against RODS. You again failed to describe how you will ensure that you obtain signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty, or "7 Day Sheets," every time an intermittent driver is used. Your upgrade request again failed to address how you will review supporting documents to ensure you require drivers to prepare a record of duty status using an appropriate method. For example, during the compliance review you stated that Mattie Raiford did not have RODS because she did not work, but the investigator discovered supporting documents that showed trips where she should have recorded hours.

The upgrade request you submitted to address the violations of 49 C.F.R. § 396.17(a) was inadequate. Your upgrade request stated that annual inspection stickers will be placed on the vehicles, and drivers will report on their DVIRs when the due date is within 30 days. You stated that you would start out with two motorcoaches and were going to keep #181 (VIN ending in 6594) and #778 (VIN ending in 7229) but you decided they will be sold, you have a buyer, and they will not be dispatched. You later stated that you have a third motorcoach you will put into service when business volume calls for it. You explained that #6944 was used without an annual inspection when it was actually "out of service" with gear box issues and you knew the axles, gears and rear end had to be repaired. You then stated that you have since learned that a bus must be properly maintained and have a current annual inspection and that repairs were done but you did not have documentation. You submitted annual inspections conducted in the past 12 months for #9785 and #181. You claim that you are unaware of the January 25, 2020 annual inspection with deficiencies for #9785 yet you submitted another copy of the same "A" inspection with your current request. The inspection has several defective components noted including exterior lights, defective tires with inadequate tread depth noted as an OOS condition, exhaust leaks, fluid leaks and an OOS cracked and leaking muffler. Accordingly, under 49 CFR Appendix G to Subchapter B of Chapter III, this vehicle did not pass the inspection. You later acknowledged these deficiencies as "several mechanical issues which would make one motor coach unsafe to operate" (page 62 of Statement regarding disposition of buses to be operated) and failed to provide evidence that the defects have been repaired. Further, your upgrade request does not include a current annual inspection for the vehicle with VIN ending in 7229 which was cited during the compliance review or evidence that this vehicle has been sold. Additionally, you failed to describe the roles of your management staff or officials and the process they will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected. For example, in addition to not having a current annual inspection, #6944 was used despite the fact it was "out of service" due to needing gear box and rear end repairs. Despite having been determined out of service, the vehicle was used to transport passengers. You failed to describe specific procedures and management controls to ensure that vehicles without a current annual inspection, and the vehicles you intend to sell, are not used.

The upgrade request you submitted to address your unsatisfactory vehicle out-of-service rate was inadequate. Your upgrade request stated that you will provide training on how to conduct daily

inspections, have revised your scheduled maintenance intervals, and Clussie Bagby will check DVIRs daily. Your scheduled inspections are to be conducted every 60-90 days and you submitted a chart that includes a column for service due dates. You included an explanation that you plan to take each vehicle to the mechanic every 90 days but that you are still working on the details of what will be done. You included sheets from maintenance folders for vehicles #181 and #9785 indicating you will have an inspection program that includes A and B inspections. An "A" inspection will be conducted every 90 days and a "B" inspection, which includes an annual DOT inspection, will be conducted every 6 months. You obtained a copy of the CVSA out of service criteria. However, your upgrade request did not identify due dates for the new A and B inspections you plan to conduct as stated. You included copies of A and B inspections for vehicle #9785 but not for vehicles #181 or #777, both of which are on the vehicle list you submitted with your request. The A inspection for #9785 includes extensive defects and no evidence that they have been corrected. You also failed to describe why your previous maintenance procedures were ineffective, how your new procedures are different from the previous procedures, and how they will prevent defects and improve your out-of-service rate. You also failed to provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan.

After reviewing your upgrade request, the Federal Motor Carrier Safety Administration (FMCSA) is DENYING your request. You have failed to provide sufficient evidence that the violations cited in the compliance review have been corrected and that your current operation meets the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7.

To change a safety rating under the provisions of 49 C.F.R. § 385.17, the Field Administrator must be assured that corrective action has been taken and that the motor carrier's current operations meet the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7. You may submit another request for a change to the proposed or final safety rating under 49 C.F.R. § 385.17. If you believe FMCSA made an error in this denial of request for rating change, you may also request administrative review of this denial under the procedures of 49 C.F.R. § 385.15 (see 49 C.F.R. § 385.17(j)) within 90 days of this denial. If you choose to request administrative review of this denial under the procedures of 49 C.F.R. § 385.15, your request for review must be submitted in writing to the Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue, SE, W60-312, Washington, D.C. 20590.

In order to avoid the potential confusion that may accompany a fifth supplement to your safety management plan, should you elect to submit another request for a safety rating upgrade under 49 C.F.R. § 385.17, please submit one new comprehensive safety management plan that encompasses all of your corrective action previously submitted. Further, if you elect to submit another request for a safety rating upgrade under 49 C.F.R. § 385.17, you must address the deficiencies discussed above, include evidence of corrective action that demonstrates that you have remedied your safety management deficiencies and are in compliance with the safety factors and standards in 49 C.F.R. §§ 385.5 and 385.7, and should include:

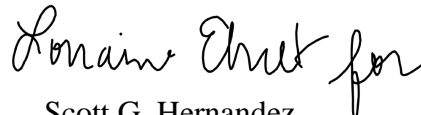
1. A detailed description of the procedures you have implemented to ensure that your drivers' commercial driver license (CDL) and corresponding endorsements are valid, active and appropriate for the type of vehicle operated, particularly after a driver obtains a new medical certificate. Identify the person(s) and title(s) responsible, with specific roles and duties described, for ensuring your drivers are and remain licensed, including proper endorsements for the type of commercial motor vehicles (CMV) to be driven and monitoring expiration dates. Provide evidence that you are now in compliance with 49

CFR 383.73 such as a driver list with evidence that all drivers have a valid CDL with proper endorsements, including a current driver driving history abstract from the issuing State of domicile.

2. A detailed description of the safety management system you have implemented to verify that drivers complete and timely submit RODS and/or local time records. Describe how you will utilize supporting documents to ensure that drivers are preparing RODS using an appropriate method. If you will be using intermittent drivers, describe how you will ensure that you obtain, from all intermittent drivers, signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty. Your description should also include procedures for verifying the accuracy of RODS and/or local time records; the frequency of RODS and/or local time record checks; and a description and frequency of RODS and/or local time records audit summaries. Identify the person(s) and title(s) responsible for implementing and enforcing these procedures.
3. Evidence that you are checking RODS/local time records for accuracy and completeness, such as a RODS audit summary of all drivers for the month of December 2019.
4. A detailed description of the process you will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected. Provide a list of vehicles you intend to use and current annual inspections meeting the requirements of 49 CFR Appendix G to Subchapter B of Chapter III for each vehicle. If you do not intend to use vehicles cited during the compliance review, please explain why and, if applicable, provide evidence of sale.
5. Provide an explanation of how your current safety management plan concerning your vehicle out-of-service rate is different from your previous procedures, and how it will prevent defects and improve your out-of-service rate. Also, explain how you will identify and monitor due dates for the various inspections you intend to conduct and what will be done during each inspection. Provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan you provided.
6. Provide evidence of repairs performed for all items marked as unsatisfactory on the January 25, 2020 "A" inspection for #9785.

Should you have any questions, please feel free to contact an Enforcement Program Specialist or the Enforcement Program Manager by telephone at (303) 407-2350.

Sincerely,



Scott G. Hernandez
Regional Field Administrator

cc: Jeffrey A. James, Division Administrator

EXHIBIT 2

BLESSED LIMOUSINE INC DOT #2822783
15 S Grady Way - Renton, WA 98057
TEL. 206-579-5911

Table of Contents for SMP

Tab A – May 8 refusal

Tab B - Bluf 3 April 2020 – new SMP – what is changed – response to March 20 refusal

Tab C - March 20 refusal from FMCSA

BASE Documents:

Tab D – Compliance Statement - dated 3 April 2020

Tab E - What went wrong - dated 3 April 2020

Tab F - dated 3 April 2020

Training Documents:

Tab G – documentation of training for Clussie

06 Bagby 4-day seminar certificate

07 Bagby DQ fam certificate

08 Bagby DQ fam cover

09 Bagby HOS fam certificate

10 Bagby HOS Fam cover

14 Bagby Roadside inspect cert

15 Bagby Roadside inspect cover

16 Bagby accident counter certificate

17 Bagby Accident counter cover

Driver Qualification:

Tab H – 50 Driver Qualification policy and

51 Driver qualification packet (from DOT Compliance Help Inc)

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53 a Memo from Foley Services (will add new memo with Employer Notification plan)

53 b Foley memo describing DQ file set-up

53 c email from Foley about MVR monitoring program

Tab J – Bagby DQ packet – (Foley is creating a new one)

54 a to 54 l - Bagby DQ file

Tab K – Roberts DQ file – (Foley is creating a new one)

56 a to 56 q – Roberts DQ file

Maintenance:

- Tab L – 60 a Maintenance policy
- Tab M - 60 b Clussie statement about old buses
 - 60 c Clussie statement about good buses
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- Tab U - 73 Dec 2019 charter calendar
 - 74 sample 7-day sheet
 - 76 a to 76 e bagby RODS for Dec 2019
 - 77 a to 77 c Roberts RODS for Dec 2019

A



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

Western Service Center
12600 W. Colfax Ave., Suite B-300
Lakewood, CO 80215

Phone: (303) 407-2350
Fax: (303) 407-2339

May 8, 2020

Clussie Bagby, President
Blessed Limousine, Inc.
15 S Grady Way, Suite 634
Renton, WA 98057

USDOT: 2822783

Email: info@blessedlimo.net

RE: Request for Change in Safety Rating under 49 C.F.R. § 385.17

Dear Mr. Bagby:

On October 31, 2019, a compliance review was conducted on Blessed Limousine Inc. (hereinafter “you” or “your”). The review resulted in a proposed safety fitness rating of “Unsatisfactory”. On November 29, 2019, the Federal Motor Carrier Safety Administration (FMCSA) received a request to upgrade your safety rating based on corrective action that you took to come into compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs). Your request was denied on December 27, 2019. On January 8, 2020, the FMCSA received your second request to upgrade your safety rating. Your request was denied on February 7, 2020. On February 20, 2020, the FMCSA received your third request to upgrade your safety rating. Your request was denied on March 20, 2020. On April 7, 2020, the FMCSA received your fourth request to upgrade your safety rating.

After reviewing your upgrade requests, the FMCSA determines that you took the required action to correct the following acute and/or critical violations that resulted in the “Unsatisfactory” safety rating:

- 49 C.F.R. § 391.51(b)(2) – Failing to maintain inquiries into driver's driving record in driver's qualification file (**critical**),
- 49 C.F.R. § 396.9(c)(2) – Requiring or permitting the operation of a motor vehicle declared “out-of-service” before repairs were made (**acute**),

FMCSA determines that you failed to take the required action to correct the following critical violations that resulted in the “Unsatisfactory” safety rating:

- 49 C.F.R. § 383.37(a) – Allowing, requiring, permitting, or authorizing a driver to operate a CMV during any period in which the driver does not have a current CLP or CDL with the proper class or endorsements. An employer may not use a driver to operate a CMV who violates any restriction on the driver's CLP or CDL (**acute**),
- 49 C.F.R. § 395.8(a)(1) – Failing to require a driver to prepare a record of duty status using appropriate method (**critical**), and

- 49 C.F.R. § 396.17(a) – Using a commercial motor vehicle not periodically inspected **(critical)**.

Additionally, you failed to take the required action to correct your unsatisfactory vehicle out-of-service rate which was discovered to be 60% during the compliance review.

Your request for an upgrade and/or evidence of corrective action received on April 7, 2020 (“upgrade request”) was reviewed by FMCSA and it is not sufficient to justify an upgrade to your safety rating, and it failed to demonstrate that adequate corrective actions have been taken to address the violations cited during the compliance review. As required by 49 C.F.R. § 385.17(c) a motor carrier must base its request upon evidence that it has taken corrective actions and that its operations currently meet the safety standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7 and must include a written description of corrective actions taken and other documentation that may be relied upon as a basis for the requested change to the proposed rating.

Your “Unsatisfactory” safety rating became effective January 4, 2020 and remains in effect. Therefore, you were ordered to cease all transportation in interstate and intrastate commerce and your operating authority registration was revoked effective on that date.

The upgrade request you submitted to address the violations of 49 C.F.R. § 383.37(a) was inadequate. Your upgrade included an explanation that you are struggling to overhaul your safety controls and did not understand how to put together a driver qualification file and monitor the driver qualification process. Your upgrade request included an explanation that the reason you used Gary Miller without a passenger endorsement when you had his driving abstract in the file is that you were not aware he needed a passenger endorsement to operate a motorcoach. You indicate that you have contracted with Foley Services to create driver qualification files for you and monitor continued performance but you also said that DOT Compliance Help Inc has provided a good driver qualification packet that you are going to use. Your upgrade request included a statement that you will review MVRs for passenger endorsements and medical certification, ensure that drivers go in for a new medical prior to expiration then pull a new MVR after ten days to ensure it was registered. Your upgrade request states you will pull MVRs every 90 days and conduct annual reviews twice a year. Your upgrade request stated that you will wait for Foley Services to give you a “thumbs up” before dispatching a driver, that they will provide a monthly advisory service and notify you right away if anything changes regarding a driver’s MVR, providing the equivalent of an employee notification program. Your policy says that Foley will check all MVRs once per month, that they will check to be sure no one is disqualified for any reason and that Foley will notify you right away if anything is added to a driver’s MVR. Your upgrade request states you are sending Foley Services DQ packets for Bagby and Roberts to check for endorsements and you will double check in the office. On April 16, 2020, FMCSA representative, Traci Johnson, contacted Foley Services to verify the extent of the services they are providing. Foley confirmed that they will compile driver qualification files for you. However, Foley will not determine whether your drivers are qualified and will only obtain abstracts annually. In addition, you have not signed up for their real-time MVR monitoring as described in your safety management plan and they will not obtain MVRs monthly as described in your policy. You failed to describe how you will monitor due dates to obtain MVRs and conduct annual reviews in accordance with your safety management plan.

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inspections, have revised your scheduled maintenance intervals, and Clussie Bagby will check DVIRs daily. Your scheduled inspections are to be conducted every 60-90 days and you submitted a chart that includes a column for service due dates. You included an explanation that you plan to take each vehicle to the mechanic every 90 days but that you are still working on the details of what will be done. You included sheets from maintenance folders for vehicles #181 and #9785 indicating you will have an inspection program that includes A and B inspections. An "A" inspection will be conducted every 90 days and a "B" inspection, which includes an annual DOT inspection, will be conducted every 6 months. You obtained a copy of the CVSA out of service criteria. However, your upgrade request did not identify due dates for the new A and B inspections you plan to conduct as stated. You included copies of A and B inspections for vehicle #9785 but not for vehicles #181 or #777, both of which are on the vehicle list you submitted with your request. The A inspection for #9785 includes extensive defects and no evidence that they have been corrected. You also failed to describe why your previous maintenance procedures were ineffective, how your new procedures are different from the previous procedures, and how they will prevent defects and improve your out-of-service rate. You also failed to provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan.

After reviewing your upgrade request, the Federal Motor Carrier Safety Administration (FMCSA) is DENYING your request. You have failed to provide sufficient evidence that the violations cited in the compliance review have been corrected and that your current operation meets the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7.

To change a safety rating under the provisions of 49 C.F.R. § 385.17, the Field Administrator must be assured that corrective action has been taken and that the motor carrier's current operations meet the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7. You may submit another request for a change to the proposed or final safety rating under 49 C.F.R. § 385.17. If you believe FMCSA made an error in this denial of request for rating change, you may also request administrative review of this denial under the procedures of 49 C.F.R. § 385.15 (see 49 C.F.R. § 385.17(j)) within 90 days of this denial. If you choose to request administrative review of this denial under the procedures of 49 C.F.R. § 385.15, your request for review must be submitted in writing to the Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue, SE, W60-312, Washington, D.C. 20590.

In order to avoid the potential confusion that may accompany a fifth supplement to your safety management plan, should you elect to submit another request for a safety rating upgrade under 49 C.F.R. § 385.17, please submit one new comprehensive safety management plan that encompasses all of your corrective action previously submitted. Further, if you elect to submit another request for a safety rating upgrade under 49 C.F.R. § 385.17, you must address the deficiencies discussed above, include evidence of corrective action that demonstrates that you have remedied your safety management deficiencies and are in compliance with the safety factors and standards in 49 C.F.R. §§ 385.5 and 385.7, and should include:

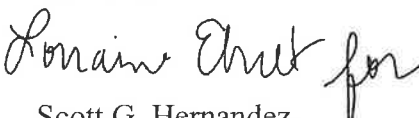
1. A detailed description of the procedures you have implemented to ensure that your drivers' commercial driver license (CDL) and corresponding endorsements are valid, active and appropriate for the type of vehicle operated, particularly after a driver obtains a new medical certificate. Identify the person(s) and title(s) responsible, with specific roles and duties described, for ensuring your drivers are and remain licensed, including proper endorsements for the type of commercial motor vehicles (CMV) to be driven and monitoring expiration dates. Provide evidence that you are now in compliance with 49

CFR 383.73 such as a driver list with evidence that all drivers have a valid CDL with proper endorsements, including a current driver driving history abstract from the issuing State of domicile.

2. A detailed description of the safety management system you have implemented to verify that drivers complete and timely submit RODS and/or local time records. Describe how you will utilize supporting documents to ensure that drivers are preparing RODS using an appropriate method. If you will be using intermittent drivers, describe how you will ensure that you obtain, from all intermittent drivers, signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty. Your description should also include procedures for verifying the accuracy of RODS and/or local time records; the frequency of RODS and/or local time record checks; and a description and frequency of RODS and/or local time records audit summaries. Identify the person(s) and title(s) responsible for implementing and enforcing these procedures.
3. Evidence that you are checking RODS/local time records for accuracy and completeness, such as a RODS audit summary of all drivers for the month of December 2019.
4. A detailed description of the process you will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected. Provide a list of vehicles you intend to use and current annual inspections meeting the requirements of 49 CFR Appendix G to Subchapter B of Chapter III for each vehicle. If you do not intend to use vehicles cited during the compliance review, please explain why and, if applicable, provide evidence of sale.
5. Provide an explanation of how your current safety management plan concerning your vehicle out-of-service rate is different from your previous procedures, and how it will prevent defects and improve your out-of-service rate. Also, explain how you will identify and monitor due dates for the various inspections you intend to conduct and what will be done during each inspection. Provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan you provided.
6. Provide evidence of repairs performed for all items marked as unsatisfactory on the January 25, 2020 "A" inspection for #9785.

Should you have any questions, please feel free to contact an Enforcement Program Specialist or the Enforcement Program Manager by telephone at (303) 407-2350.

Sincerely,



Scott G. Hernandez
Regional Field Administrator

cc: Jeffrey A. James, Division Administrator

B

BLESSED LIMOUSINE INC DOT #2822783
15 S Grady Way - Renton, WA 98057
TEL. 206-579-5911

Date: 11 May, 2020

Scott Hernandez, Regional Field Administrator

BLUF: (Bottom Line Up Front)

1. We put together a safety management plan we thought covered everything.
2. Our SMP was rejected on March 20 (copy attached)
 - a. We developed what we thought was a complete response.
 - b. This was submitted as April 7 SMP
3. We have received another refusal letter dated 8 May 2020

This document addresses the comments in the 8 May 2020 refusal.

CRITICAL violation 391.51(b)(2) Inquiries into drivers driving history.
As discussed, our treatment of this issue has been determined to be sufficient

ACUTE violation 396.9(c)(2) Operating an OOS CMV.
As discussed, our treatment of this issue has been determined to be sufficient

ACUTE violation 383.37 (a) Allowing or permitting not-qualified driver to operate CMV.

Refusal: In your refusal letter you stated "Your upgrade included an explanation that you are struggling to overhaul your safety controls and did not understand how to put together a driver qualification file and monitor the driver qualification process."

Response: Agreed. As a result, we have invested time and money in education (See documentation of training found at Tab G).

Refusal: In your refusal letter you stated "an explanation that the reason you used Gary Miller without a passenger endorsement when you had his driving abstract in the file is that you were not aware he needed a passenger endorsement"

Response: Agreed. Again, the root cause was lack of knowledge of the proper steps to be taken. Again, please reference documentation of training found at Tab G.
In addition to Clussie, Genise is going through DQ webinar – see Tab G email from DOT Compliance Help, Inc regarding DQ webinar May 28, 2020.

Refusal: In your refusal letter you stated "You indicate that have contracted with Foley Services to create driver qualification files for you and monitor continued performance"

Response: Agreed. There has been a mix-up here. We contacted Foley because we wanted them to do this monthly monitoring; they said we had to do their driver files first; we have

01 BLUF response to 08 May 2020 refusal

submitted everything and are waiting for them to complete the DQ packet and give us a "Thumbs up" that they are complete. We spoke with them this week and added the monitoring service, which was the reason we called them initially. We always meant to sign up for Foley's monthly MVR monitoring; we just had to do their DQ file first. See Tab I new memo from Foley.

Refusal: In your May 8 refusal, you state " You indicate that have contracted with Foley Services to create [DQ] . . . files for you and monitor continued performance but you also said that DOT Compliance Help Inc has provided a good driver qualification packet that you are going to use. "

Response: Agreed. Perhaps we could have said this better. We have developed a DQ packet and process, with help from DOT Compliance Help Inc. but in order to get Foley to help us with the monthly monitoring we had to go through them to set up a new DQ packet.

Foley Services is now working on this:

- a) Prepare all-new DQ files
- b) Monitor all documents for expiration and issue timely reminders to us
- c) Continuous monitoring process; we meant to sign up for that before; we are now.

The DQ policy has been updated to reflect our new business relationship with Foley. (Tab H)

Genise is also going to be trained to review DQ packets; she will work with Foley, but she is also going to be trained in the FMCSA requirements for driver qualification. She is a no-nonsense professional and she will not let anything slip through the cracks. See email from DOT Compliance Help Inc – tab G

CRITICAL violation 395.8(a)(1) RODS not in the right format.

Refusal: In your May 8 refusal you stated: "You again failed to describe how you will ensure that you obtain signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty, or "7 Day Sheets," every time an intermittent driver is used."

Response: When a driver has been driving continuously for Blessed Limo, we will have continuous RODs, through Keep Truckin.

If a driver has not been driving continuously for Blessed Limo, such as if he is retired or if he has a different job, we will have him complete the "7-day sheet" for new and intermittent drivers each time he comes in for dispatch.

We have explained to drivers, in our new HOS policy, how this is done and why it is important.

01 BLUF response to 08 May 2020 refusal

A sample 7-day sheet is included here. See Tab U Sample 7-day sheet.

We were going to work with ADP Time and Attendance to create a digital time-card.
But, Keep Truckin seems to be able to do everything we need.

Keep Truckin will be our primary RODs.
The trip sheets will act as a supporting document when needed.

The only thing missing is the "7-day sheets" for intermittent drivers; we have a sample one, we have written a policy that explains how it will be used; we are not currently dispatching motor coaches. We plan to use the 7-day sheet when appropriate.

CRITICAL violation 396.17(a) Operating a CMV without a current valid annual DOT inspection.

We are going to continue to do everything we were planning on.
We were going to keep two additional buses and plan to put them back in service when possible. To make things simpler, and to streamline operations, we are going to get rid of these as soon as we are able. These buses will not be dispatched. They are being sold.

See document at Tab M

Refusal: In your refusal statement you said "You stated that you would start out with two motorcoaches. You later stated that you have a third motorcoach you will put into service. ."

Response: We have two motor coaches, and we hope to get them back on the road soon. We DID have some other buses, and we were going to try and get them back on the road when possible, but we have decided to focus our efforts on buses 181 and 9785 and get rid of the others.

See tab M for documentary evidence the other buses have been sold.

Refusal: In your refusal statement you said: "You submitted annual inspections conducted in the past 12 months for #9785 and #181. . . . you submitted another copy of the same "A" inspection with your current request. The inspection has several defective components. . . "

Response: We are not dispatching a bus with maintenance violations.
The sample "A" inspection – found here at Tab O, for bus 9785, was done in January 2020. Please see maintenance folder for bus 9785, including annual inspection dated April 2020 – this is at Tab R – there is an old annual inspection from December 2019 and the new one also.

Refusal: In your refusal statement you said: "failed to provide evidence that the defects have been repaired."

Response: The bus that had the 5,00-mile inspection in January also has passed an annual inspection more recently (April 2020). – see Tab R

Refusal: in your refusal you stated: "your upgrade request does not include a current annual inspection for the vehicle with VIN ending in 7229 which was cited during the compliance review or evidence that this vehicle has been sold."

Response: As of the date of that upgrade request, we were unable to complete a transaction due to the COVID-19 response; we have taken care of the transaction now; see document at Tab M.

Vehicle OOS rate 60% - This is the hardest one.

Refusal: In your refusal statement, you said: "your upgrade request did not identify due dates for the new A and B inspections you plan to conduct as stated."

Response: We can't put a date on the future inspections until we are able to start operating. On the first date we dispatch motor coaches, the 90-day clock will start. After the first 90 days of operation, we will take the vehicle to Gary Miller's shop for an A inspection and the Emergency window inspection.

After the next 90 days, we will take it to the shop for a "B" inspection and DOT Annual. At that time we will put a chart on the wall in my office showing the next scheduled inspection date. We also put stickers in the windows of the two motor coaches reminding the drivers when to take the bus in for the next quarterly inspection.

Refusal: In your refusal letter you stated that "You also failed to describe why your previous maintenance procedures were ineffective, how your new procedures are different from the previous procedures, and how they will prevent defects and improve your out-of-service rate."

Response: At Tab E is the statement of what went wrong before. See page 6, after the list of OOS violations: Why our previous maintenance procedures were ineffective:

"In the area of out of service I had no experience in any of this. This is not an excuse to say I was not wrong for not knowing it but I had no idea how to open or close the emergency exits. By no means am I making excuses, but I am letting it be known that there was a bit of ignorance going on; it has not only been addressed but I'm much wiser now."

Regarding "How our new procedures are different": here is what we have done:
First the new procedure with Gary Miller to do the inspections each 90 days.
Second, with Keep Trucking we have a new DVIR system.
Third, we are training our drivers on how we want them to do a pre-trip inspection.
Fourth, I have gone to some training to help me understand the maintenance requirements, as well as other areas. (see training documents at Tab G.)

We are giving each driver the list of OOS Violations, and we are discussing with each driver the OOS Violations that happened last year. We are going through the pre-trip process with each driver.

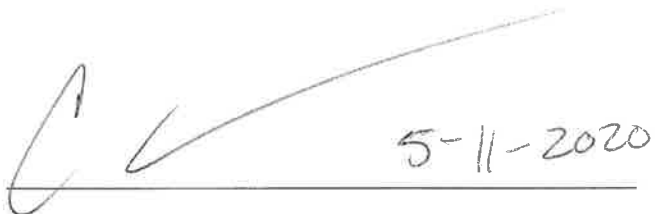
01 BLUF response to 08 May 2020 refusal

Refusal: In your refusal you stated: "You also failed to provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan."

Response: Now, is not possible to provide evidence of driver training; there are no drivers. I plan to drive some, and I have had recent training. Deryl Roberts will help with driving duties; he drives a city bus; we are confident he is good at pre-trip inspections.

Deryl and myself are going to go over the pre-trip process with any new driver we bring on board. Our new RODs management program, Keep Trucking, has a built-in DVIR also. We are working right now to familiarize with the functionality of this system and all drivers will be required to use the Keep Truckin DVIR as that will provide a reminder of what is included in a pre-trip inspection.

We are re-submitting the SMP along with evidence of upgraded procedures in response to each comment and/or suggestion contained in your May 8 refusal (copy attached).



A handwritten signature in blue ink, followed by the date "5-11-2020" written in blue ink. A horizontal line is drawn under the signature.

CLUSSIE BAGBY (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

C

01 BLUF response to 20 march refusal

BLESSED LIMOUSINE INC DOT #2822783
15 S Grady Way - Renton, WA 98057
TEL. 206-579-5911

Date: 3 April, 2020

Scott Hernandez, Regional Field Administrator

BLUF: (Bottom Line Up Front)

1. We put together a safety management plan we thought covered everything.
2. Our SMP was rejected on March 20 (copy attached)
3. Here is what we have done at this time:
 - a. We feel we have addressed each point in the refusal letter.
 - b. Here is the list of violations discussed, with specific responses:

ACUTE violation 383.37 (a) Allowing or permitting not-qualified driver to operate CMV.

We are basically going to continue to do everything we were planning on, AND, we have contracted with Foley Services to monitor continued performance.

As of today, we have sent them our two driver files and are waiting for a "Thumbs up" from them. We won't dispatch a driver until they give us the go-ahead. They think two weeks.

CRITICAL violation 391.51(b)(2) Inquiries into drivers driving history. The March 20 letter says we have a good solution. We are going to continue to work to improve our system.

CRITICAL violation 395.8(a)(1) RODS not in the right format.

We are going to continue to do everything we were planning on. In addition, we are contacting Keep Truckin; they are going to help us with our HOS process. We know we are not required to have an ELD, but we are going to get their help to make sure we have a good record-keeping process, so we will always know we are doing this right and if we accidentally make a mistake they will let us know right away.

We are also going to use the time-card service offered by ADP Time and Attendance.

I think we are going to use this as a supporting document; both ADP and Keep Truckin will be new systems for us – we have to learn them and figure out how best to use them.

ACUTE violation 396.9(c)(2) Operating an OOS CMV. The March 20 letter says we have a good solution. We are going to continue to work on this to improve our system.

CRITICAL violation 396.17(a) Operating a CMV without a current valid annual DOT inspection.

We are going to continue to do everything we were planning on. Right now, there is some work being done on one of the two motor coaches. We will not dispatch either one without a new DOT annual inspection.

01 BLUF response to 20 march refusal

We were going to keep two additional CMVs and plan to put them back in service when possible. To make things simpler, and to streamline operations, we are going to get rid of these as soon as we are able. These buses will not be dispatched. They are being sold.

Vehicle OOS rate 60% - This is the hardest one. We can't move a bus today, as we are out of service, so it's hard to show evidence we are doing something properly. All we can do is tell you how we plan to do this better, to be sure we have safe CMVs on the road when we are allowed to dispatch them.

One thing we are doing is, we are going to have Gary Miller go through each of our two motor coaches with Myself and Deryl, showing us what we need to pay particular attention to during a pre-trip inspection. And, each driver completes a DVIR each day; myself or Deryl will check the DVIRs to be sure if there is anything that needs to be fixed immediately, it is fixed immediately. If there is anything on the DVIR that can be deferred a few days, it will be taken care of during the next 5, 000-mile or 10,000-mile check.

Finally, we are going to use the Keep Truckin application which includes a pre-trip inspection feature. With their help, we are confident we will stay out of trouble in future.

We are re-submitting the SMP along with evidence of upgraded procedures in response to each comment and/or suggestion contained in your March 20 refusal (copy attached).



5-11-2020

CLUSSIE BAGBY (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

Western Service Center
12600 W. Colfax Ave., Suite B-300
Lakewood, CO 80215

Phone: (303) 407-2350
Fax: (303) 407-2339

March 20, 2020

Clussie Bagby, President
Blessed Limousine, Inc.
15 S Grady Way, Suite 634
Renton, WA 98057

USDOT: 2822783

Email: info@blessedlimo.net

RE: Request for Change in Safety Rating under 49 C.F.R. § 385.17

Dear Mr. Bagby:

On October 31, 2019, a compliance review was conducted on Blessed Limousine Inc. (hereinafter "you" or "your"). The review resulted in a proposed safety fitness rating of "Unsatisfactory". On November 29, 2019, the Federal Motor Carrier Safety Administration (FMCSA) received a request to upgrade your safety rating based on corrective action that you took to come into compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs). Your request was denied on December 27, 2019. On January 8, 2020, the FMCSA received your second request to upgrade your safety rating. Your request was denied on February 7, 2020. On February 20, 2020, the FMCSA received your third request to upgrade your safety rating.

After reviewing your upgrade requests, the FMCSA determines that you took the required action to correct the following acute and/or critical violations that resulted in the "Unsatisfactory" safety rating:

- 49 C.F.R. § 391.51(b)(2) – Failing to maintain inquiries into driver's driving record in driver's qualification file (**critical**),
- 49 C.F.R. § 396.9(c)(2) – Requiring or permitting the operation of a motor vehicle declared "out-of-service" before repairs were made (**acute**),

FMCSA determines that you failed to take the required action to correct the following critical violations that resulted in the "Unsatisfactory" safety rating:

- 49 C.F.R. § 383.37(a) – Allowing, requiring, permitting, or authorizing a driver to operate a CMV during any period in which the driver does not have a current CLP or CDL with the proper class or endorsements. An employer may not use a driver to operate a CMV who violates any restriction on the driver's CLP or CDL (**acute**),
- 49 C.F.R. § 395.8(a)(1) – Failing to require a driver to prepare a record of duty status using appropriate method (**critical**), and
- 49 C.F.R. § 396.17(a) – Using a commercial motor vehicle not periodically inspected (**critical**).

Additionally, you failed to take the required action to correct your unsatisfactory vehicle out-of-service rate which was discovered to be 60% during the compliance review.

Your request for an upgrade and/or evidence of corrective action received on February 20, 2020 (“upgrade request”) was reviewed by FMCSA in conjunction with your two previous upgrade requests and it is not sufficient to justify an upgrade to your safety rating, and it failed to demonstrate that adequate corrective actions have been taken to address the violations cited during the compliance review. As required by 49 C.F.R. § 385.17(c) a motor carrier must base its request upon evidence that it has taken corrective actions and that its operations currently meet the safety standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7 and must include a written description of corrective actions taken and other documentation that may be relied upon as a basis for the requested change to the proposed rating.

Your “Unsatisfactory” safety rating became effective January 4, 2020 and remains in effect. Therefore, you were ordered to cease all transportation in interstate and intrastate commerce and your operating authority registration was revoked effective on that date.

The upgrade requests you have submitted to address the violations of 49 C.F.R. § 383.37(a) were inadequate. Your previous upgrade request received on January 8, 2020 included a draft policy that states that you will obtain a driver abstract every 90 days, that your driver list now includes expiration dates of CDL and medical cards, and that drivers will not be allowed to operate when their required credentials expire. Additionally, in your third upgrade request received on February 20, 2020, you explained that at the time of the compliance review you did not understand that your drivers were operating interstate and that you were not aware that your license had been suspended because you moved without notifying the state licensing agency of your new address. Your third upgrade request also included driving records for Clussie Bagby and Deryl Roberts. However, the new driving record for Clussie Bagby that was not available during the compliance review was undated and from an unidentified source. Additionally, the policy you provided fails to describe how obtaining abstracts every 90 days will prevent future violations of 49 C.F.R. § 383.37(a). For example, during the compliance review you were cited for permitting Gary Miller to operate a passenger-carrying vehicle on September 22, 2019 in violation of a restriction on his CDL. This violation occurred despite the fact that you had an MVR in Mr. Miller’s driver qualification file indicating that he did not have a passenger endorsement. You also failed to describe how you will monitor due dates to obtain MVRs and conduct annual reviews in accordance with your safety management plan.

The upgrade requests you have submitted to address the violations of 49 C.F.R. § 395.8(a)(1) were inadequate. Your previous upgrade request received on January 8, 2020, included timesheets and “7 Day Sheets.” Your third upgrade request explains that you will have drivers complete a 7 Day Sheet or provide RODS after being elsewhere for seven days or, alternatively, you might use a weekly form. Your third upgrade request also states that each day a driver is dispatched, you will check to be sure you have either a daily log or the information required for the 100 air-mile radius exemption. However, your upgrade request again failed to indicate what specific information you will verify to ensure that drivers qualify for and properly use the 100 air-mile short-haul exception. Additionally, you failed to describe how you will ensure that you obtain signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty, or “7 Day Sheets,” every time an intermittent driver is used. Finally, your upgrade request again failed to address how you will review supporting documents to ensure you require drivers to prepare a record of duty status using an appropriate method. For example, during the compliance review you stated that Mattie Raiford did not have RODS because she did not work, but the investigator discovered supporting documents that showed trips where she should have recorded hours.

The upgrade requests you have submitted to address the violations of 49 C.F.R. § 396.17(a) were inadequate. In your upgrade request received on January 8, 2020, you explained that you will conduct annual inspections every 8-10 months, annual inspection stickers will be placed on the vehicles, and drivers will report on their DVIRs when the due date is within 30 days. Your third upgrade request provided two new annual inspections and stated that annual inspection stickers have been placed in the vehicles' windows. However, the annual inspection you submitted for vehicle # 9785, dated January 25, 2020, has several defective components noted including exterior lights, defective tires with inadequate tread depth noted as an OOS condition, exhaust leaks, fluid leaks and an OOS cracked and leaking muffler. Accordingly, under 49 CFR Appendix G to Subchapter B of Chapter III, this vehicle did not pass the inspection. Further, your upgrade requests have not included copies of current annual inspections for the vehicles cited during the compliance review, vehicles with VIN numbers ending in 6594 and 7229, or evidence that these vehicles have been sold. Additionally, you failed to describe the roles of your management staff or officials and the process they will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected.

The upgrade request you submitted to address your unsatisfactory vehicle out-of-service rate was inadequate. In your upgrade request received on January 8, 2020, you stated that you will provide training on how to conduct daily inspections, have revised your scheduled maintenance intervals, and Clussie Bagby will check DVIRs daily. Your scheduled inspections are to be conducted every 60-90 days and you submitted a chart that includes a column for service due dates. Your third upgrade request included an explanation that you plan to take each vehicle to the mechanic every 90 days but that you are still working on the details of what will be done. You included sheets from maintenance folders for vehicles #181 and #9785 indicating you will have an inspection program that includes A and B inspections. An "A" inspection will be conducted every 90 days and a "B" inspection, which includes an annual DOT inspection, will be conducted every 6 months. However, your upgrade request did not identify due dates for the new A and B inspections you plan to conduct as stated in your third upgrade request. You included copies of A and B inspections for vehicle #9785 but not for vehicles #181 or #777. The A inspection for #9785 includes extensive defects and no evidence that they have been corrected. You also failed to describe why your previous maintenance procedures were ineffective, how your new procedures are different from the previous procedures, and how they will prevent defects and improve your out-of-service rate. You also failed to provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan you previously provided.

After reviewing your upgrade request, the Federal Motor Carrier Safety Administration (FMCSA) is DENYING your request. You have failed to provide sufficient evidence that the violations cited in the compliance review have been corrected and that your current operation meets the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7.

To change a safety rating under the provisions of 49 C.F.R. § 385.17, the Field Administrator must be assured that corrective action has been taken and that the motor carrier's current operations meet the safety fitness standard and factors specified in 49 C.F.R. §§ 385.5 and 385.7. You may submit another request for a change to the proposed or final safety rating under 49 C.F.R. § 385.17. If you believe FMCSA made an error in this denial of request for rating change, you may also request administrative review of this denial under the procedures of 49 C.F.R. § 385.15 (see 49 C.F.R. § 385.17(j)) within 90 days of this denial. If you choose to request administrative review of this denial under the procedures of 49 C.F.R. § 385.15, your request for review must be submitted in writing to the Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue, SE, W60-312, Washington, D.C. 20590.

In order to avoid the potential confusion that may accompany a fourth supplement to your safety management plan, should you elect to submit another upgrade request under 49 CFR 385.17, please submit one new comprehensive safety management plan that encompasses all of your corrective action even if previously submitted. Further, if you elect to submit another request for a safety rating upgrade under 49 C.F.R. § 385.17, you must address the deficiencies discussed above, include evidence of corrective action that demonstrates that you have remedied your safety management deficiencies and are in compliance with the safety factors and standards in 49 C.F.R. §§ 385.5 and 385.7, and should include:

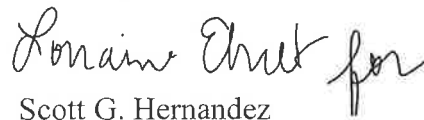
1. A detailed description of the procedures you have implemented to ensure that your drivers' commercial driver license (CDL) and corresponding endorsements are valid, active and appropriate for the type of vehicle operated, particularly after a driver obtains a new medical certificate. Identify the person(s) and title(s) responsible, with specific roles and duties described, for ensuring your drivers are and remain licensed, including proper endorsements for the type of commercial motor vehicles (CMV) to be driven and monitoring expiration dates. Provide evidence that you are now in compliance with 49 CFR 383.73 such as a driver list with evidence that all drivers have a valid CDL with proper endorsements, including a current driver driving history abstract from the issuing State of domicile.
2. A detailed description of the safety management system you have implemented to verify that drivers complete and timely submit RODS and/or local time records. Describe how you will utilize supporting documents to ensure that drivers are preparing RODS using an appropriate method. If your drivers will be using the 100 air-mile short-haul exception, please explain how you will verify that they qualify for and properly use this exception. If you will be using intermittent drivers, describe how you will ensure that you obtain, from all intermittent drivers, signed statements giving the total time on duty during the immediately preceding 7 days and the time at which the driver was last relieved from duty. Your description should also include procedures for verifying the accuracy of RODS and/or local time records; the frequency of RODS and/or local time record checks; and a description and frequency of RODS and/or local time records audit summaries. Identify the person(s) and title(s) responsible for implementing and enforcing these procedures.
3. Evidence that you are checking RODS/local time records for accuracy and completeness, such as a RODS audit summary of all drivers for the month of December 2019.
4. A detailed description of the process you will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected. Provide a list of vehicles you intend to use and current annual inspections meeting the requirements of 49 CFR Appendix G to Subchapter B of Chapter III for each vehicle. If you do not intend to use vehicles cited during the compliance review, please explain why and, if applicable, provide evidence of sale.
5. Provide an explanation of how your current safety management plan concerning your vehicle out-of-service rate is different from your previous procedures, and how it will prevent defects and improve your out-of-service rate. Also, explain how you will identify due dates for the various inspections you intend to conduct and what will be done during each inspection. Provide evidence that you have provided training on daily vehicle inspections as reflected in the safety management plan you provided.

6. Provide evidence of repairs performed for all vehicle out-of-service defects and deficiencies noted on federal and state vehicle inspections since the October 31, 2019 compliance review.

In order to avoid the potential confusion that may accompany a fourth supplement to your safety management plan, should you elect to submit another upgrade request under 49 CFR 385.17, please submit one new comprehensive safety management plan that encompasses all of your corrective action even if previously submitted.

Should you have any questions, please feel free to contact an Enforcement Program Specialist or the Enforcement Program Manager by telephone at (303) 407-2350.

Sincerely,



Scott G. Hernandez
Regional Field Administrator

cc: Jeffrey A. James, Division Administrator

Clussie Bagby, President
Blessed Limousine, Inc.
3932 62nd Ave Ct. E
Fife, WA 98424

D

BLESSED LIMOUSINE INC DOT #2822783
15 S Grady Way - Renton, WA 98057
TEL. 206-579-5911

Date: 3 April 2020

Scott Hernandez, Regional Field Administrator

TO WHOM IT MAY CONCERN:

RE: Request for change in Safety Rating based on corrective action IAW Part 385.17.

I, Clussie Bagby, and my employees at Blessed Limousine Inc., are committed to do our part to ensure the safety of all who use our public streets and have been operating since 2009. As of the date of this letter, we have had no DOT-recordable crashes in the most-recent 24-month period.

When we had a CR, in October last year, I knew there might be some paperwork things that I hadn't gotten exactly right, but I was honestly surprised to realize how many areas there were where the DOT observed not only did I not get it exactly right, but the number and severity of violations were bad enough for the agency to order my buses off the road.

The Critical and Acute violations noted were:

ACUTE violation 383.37 (a)	ACUTE violation 396.9(c)(2)
CRITICAL violation 391.51(b)(2)	CRITICAL violation 395.8(a)(1)
CRITICAL violation 396.17(a)	Vehicle OOS rate 60%

So we are upgrading our safety management controls in the areas of

Driver Qualifications - Hours of Service, and - Maintenance.

At this time we are not operating motor coaches, but we are working hard to create a good, thorough system of safety management so that as soon as the FMCSA allows us to start up, we will be doing everything safely and in compliance with all the applicable FMCSRs.

I, Clussie Bagby, am the president of Blessed Limousine Inc.

For now, it's just me; I could say "The Management Team" but it would sound like I am taking on airs. I am the Operations Manager and Safety manager as well as the Chief Financial Officer.

I am going to do this right. As soon as I get my buses back on the road, I plan to get one other person to help part time in the office. (If not Deryl, someone else). For now, it's just me, saying "I am going to do this very carefully and correctly". And, when I get someone to help out, I will be sure they have the right training and we will work together to keep track of everything from driver qualification to maintenance and everything in between.

Blessed Limousine Inc is committed to do our part to ensure the safety of all those who use our public streets. We pledge to monitor and continuously upgrade our safety management controls to remain compliant with the standards set by the FMCSA.

10 Compliance Statement

The person responsible for compliance is me, Clussie Bagby. My wife, Genise, is going to help out where she can. And, my part-time driver Deryl Roberts, might help out a little with keeping track of driver's logs. But I'm the one responsible to make sure it is done right.

30 March 2020 - Note – the above statement is unchanged from our previous submission – I continue to assert my intent to do things correctly and responsibly in future. I mean to follow the rules and earn an honest living. I plan to start out with two motor coaches, myself and one part-time driver.

In response to the refusal letter dated March 20 2020, we are revising and adding to the SMP. I plan to show the agency I am going to do this correctly in future.

Specifically,

391.51(b) (2) - missing inquiries in drivers file –

We will use the SMP as a guide and carefully follow the applicable regulations in future.

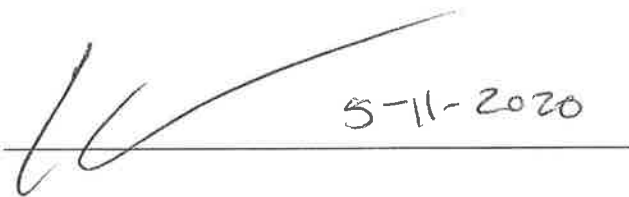
396.9(c)(2) - allowing an OOS vehicle to be dispatched. We will take ANY and all roadside violations and make sure they are corrected, and document those corrections, before re-dispatching any vehicle with violations from a roadside inspection.

383.37(a) allowing a suspended driver to operate a CMV. (Ensure sure drivers are legally and physically qualified). We will improve our system of safety management controls to prevent future violations of this important rule.

395.8(a)(1) (Rods in correct form). We are studying our options and will add a new procedure to be sure we get this right, as well.

396.17(a) We are looking at how this is done; we are going to propose a new solution that the FMCSA will approve, so we have a chance to get going again. (Annual inspections).

Overall **OOS rate** – We will add a new feature to our system; we think we know what went wrong and are going to put forward a new and better system.



5-11-2020

CLUSSIE BAGBY (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

E

BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911

Date: 3 April 2020

Scott Hernandez, Regional Field Administrator

TO WHOM IT MAY CONCERN:

RE: Request for change in Safety Rating based on corrective action IAW Part 385.17.

I am Clussie Bagby; I am the owner of Blessed Limo. I have been in business for a number of years, including during the last couple years which I acquired charter buses. I have garnered a lot of experience through reading the FMCSA manual and through audits.

In the past year, I have been through 3 major audits, and have received training. I am in the learning process even as of right now. By no means does this disqualify the fact that I should already have had this information.

I am totally aware that I have been trying to run three different positions. As soon as I have an SMP that is acceptable, I will bring on two other individuals to help and I will pass on all the training I have received. We will be signing up for added seminars and webinars to ensure we have the necessary level of understanding of the FMCSRs.

Not at all am I not accepting responsibility for not having this information previously. But now I am prepared to run this business in total compliance with the FMCSRs.

When we had a compliance review in October last year, we were, frankly, surprised to realize there was several areas where we really needed to do things very much differently.

When we got the notification, we might be put out of service, we tried to understand the SMP process and submitted a set of documents we thought were sufficient, (November 29, 2019). and were surprised and disappointed to receive a refusal letter. (December 27, 2019).

We went back to the drawing board with a second attempt which was more in depth than the first and submitted what we felt was an improved SMP on January 8, 2020. This effort may have been rushed because we were notified the first attempt was rejected and we wanted to get the 2nd one done in time to keep from getting shut down.

We were notified, by email and telephone conversation, that the second attempt was also insufficient. What we are doing now is, we are improving our SMP to account for each of the various shortcomings pointed out in your letter of 7 February 2020.

We were notified 20 March, 2020 that our third attempt was also rejected. We are studying the final refusal and we are carefully crafting a response to address each of the suggestions contained in that document. It is hard to provide proof of compliance when we are not operating commercial motor vehicles, but we are working to provide evidence we have the framework in place to start up as soon as we are allowed to do so, and to do it properly and in compliance with all the rules.

Doc 20 – What went wrong

There are five critical or acute violations we have been asked to address, as follows:

ACUTE violation 383.37 (a)

ACUTE violation 396.9(c)(2)

CRITICAL violation 391.51(b)(2)

CRITICAL violation 395.8(a)(1)

CRITICAL violation 396.17(a)

And, Vehicle OOS rate 60%

In this, first part of the SMP, we will try to answer the important question “What went wrong” Regarding each of these violations.

We will address the **driver qualification** problems first:

The underlying problem here, and I will admit it, is I did not understand the FMCSRs sufficiently. I should have had more education in the FMCSRs. I always meant to get someone to help with the driver files and everything, but it’s hard to find people to do this. In addition to the fact I did not understand what was required, I under-estimated the amount of time it would take to do this right.

I am Clussie Bagby; I am the owner, safety manager, the whole management staff.

My wife helps out when she can, and her assistance is very important, but she has a full-time job with her business.

I am responsible for what went wrong; I am struggling to overhaul our safety controls and expect to be operating completely in compliance with the regulations as soon as possible.

As I look back on what has happened, I should have found some training course or studied the rules sufficiently to get it right. Unfortunately, I relied on a little advice here and there and thought I was doing enough. As your investigator pointed out, it was not enough.

I understand we fell short in the area of driver qualification – because I did not understand how to put together a driver qualification file and monitor the driver qualification process.

Regarding ACUTE violation 383.37 (a) - in the compliance review document the example listed is Gary Miller so we will discuss him first.

1 – 383.37(a) Gary Miller driving motor coach with no passenger endorsement.

On 22 September 2019, Gary Miller drove a motor coach when he did not have a valid passenger endorsement.

What went wrong?

There was not a good process in place at the time he was hired, which was in March 2019.

When I hired Gary Miller, I was not aware of the necessary steps that were supposed to be involved in the hiring process. I did the things I knew about, but one of the things I overlooked because I didn’t know enough about what was required, is I didn’t realize we had to have the passenger endorsements for the motor coach operators. At the time, I had been working closely with the airport authority, and I thought they provided enough guidance, but when we

Doc 20 – What went wrong

transitioned from cars to motor coaches, I never realized there was so much added safety management requirements.

I had a file with an application and an MVR showing he had a valid class B but I was not fully trained and did not understand that I needed to look for a passenger endorsement.

2 – 383.37(a) Mattie Raiford driving a CMV when there was a problem with her return-to-duty.

When I hired Mattie Raiford in May 2019

A lot of the comments above, about Gary Miller, will also apply to what happened with Mattie Raeford; I did not have a complete driver qualification process in place when she was hired.

The problem that surfaced was a different one; she had been fired from a previous employer about a year before. The record states she “refused” to take a drug test. The reason I decided to give her a chance is, she explained to me she never intended to refuse or break the rules; she said it was a miss-understanding. But it goes down in the record-book, so to speak, as a “refusal.” So, we gave her a chance; we think she was a good driver and deserved a second chance, and she seemed to understand the Return to Duty process. She had done everything asked of her but there was one final step missing. She had not done the final, Return to Duty drug test.

When she took the initial pre-employment drug test for me, I thought that was just as good, but now I understand that is not the same thing.

I am the owner of this small company; I am the safety manager, and I am responsible for what went wrong regarding Mattie Raiford’s RTD (or lack of a RTD test).

After careful review and study in this area I found out the difference in a back to work drug test (called a return-to-duty test) and a pre-employment drug test. Very simply, Maddie Raeford should have not started working without a “Return-to-duty” drug test.

3 – 383.37(a) Clussie Bagby driving a CMV when suspended.

I’m Clussie Bagby and this was my commercial driver’s license and there was a problem, but I did not know about it until the investigator surfaced the issue during the compliance review. I know, it looks bad because I’m the boss and technically, I was driving with a suspension. There’s no excuse whatsoever for me not having knowledge of my license being suspended. By no means am I evading the fact that it should not have happened.

I received a speeding ticket in Las Vegas in 2014. They gave me a fine for more than \$1300. I made payments of about three quarters of the fine – but then I lost track of the payment schedule and did not receive any notification that there was a remaining total.

At that time, they petitioned for my license to be suspended, but I did not receive notification of the petition, and did not know that my license was in the process of being suspended. The

petition started in 2014 but it only went into effect in the fall of 2019. Once it went into effect, they sent the notification to an address that I no longer lived at – I had moved from Fife, WA to Kent, WA and had legally changed my address at the post office, but failed to change the address on my license, and it was not forwarded to my new address.

As soon as I found out during the review that my license was suspended, I immediately worked to figure out how to reinstate it, paid the fine, and the license was reinstated 10 days later.

One of the things that went wrong before was, I had gotten a lot of advice and guidance from some people at the port of Seattle airport, and thought I had the right credentials – but one of the things I had missed was, several years ago when they started requiring the DOT physical to be linked to the MVR.

I miss-understood about the whole INTERstate vs INTRAsate – I thought when I stayed in Washington State that was INTRAsate. . . since then I have learned that we are in INTERstate commerce when we pick up and drop off at the airport.

In trying to do the right thing, I tried to figure out what the definition was and the difference between the two but I did not understand what it was, and came to the conclusion that since our operations were not driving very far that we were INTRAsate – I know now that this is incorrect, and that the determination for that is about the cargo (people from out-of-state) and NOT about how far we are physically driving.

CRITICAL violation 391.51(b)(2) – failing to maintain inquiries into driver's driving history
in DQ file.

The example is my file. I actually had the MVR – dated Dec 5 2018. (attached). (101 bagby).

As you can see, this Washington State MVR indicated I was NOT suspended at the time. And, this was less than one year old at the time of the Compliance review. But, I did not have a good filing system, and I did not find it to show it to the investigator. And, as you have pointed out, I did not understand the question when I got the letter in the mail asking me to choose, either 1) Exempt INTERstate, 2) Non-Exempt INTERstate, 3) Exempt INTRAsate or 4) Non-Exempt INTRAsate.

As I now understand, I should always have an MVR on file for each CDL driver showing when they turned in the DOT physical to the DMV. And, we have to have the DOT Card on file as well.

Also listed were Mattie Raiford, Melissa Thomas and Gary Miller.

These DQ files were incomplete because I didn't understand what needed to be done or how to do it, and if I had some of the required documents, they weren't properly organized.

Now, as I look at my MVR from 2018, I realize I had selected INTRAsate; this was something I did not understand at the time. I do a lot of work right there at the Seattle Airport, so I don't really leave the state, but now I understand that is INTERstate commerce.

We will address the Hours of Service problems second:

Critical violation 395.8(a)(1) Failing to require drivers to prepare records of duty status
in the proper method.

I did not have proper hours of service documents. We had been keeping track of start time and end time, but I understand now this does not meet the requirements for 100-air-mile drivers.

The root cause of this violation, like all the driver qualification issues, was that I did not have an adequate understanding of what is required.

There is one reason I thought I had a good system; we did have an audit from the state of Washington and they specifically said the way we were doing RODs was OK – we had start and end time for each day. Your investigator pointed out we are required to have start, stop and total hours recorded for each day.

I had knowledge of what the hours of service regulations are, and what needed to be done; there were timecards that did not have a total time completed for those particular cards. Having incomplete hours of service documentation was not so much a lack of understanding, but a lack of internal auditing – a system I now know because of the DOT audit should be in place to be able to catch these problems, see what's going wrong, and do some training for the drivers moving forward to stop having those types of violations in the future.

By no means, am I not taking responsibility for not having complete Hours of Service documentation from the start. With the knowledge of what's required and a system for monitoring completeness, I can move forward in compliance with the regulations.

Regarding the Maintenance violations:

First, **critical violation 396.17(a) Using a CMV without a current**, valid, annual DOT inspection:

Our vehicle with license plate ending 6944 did not have a valid annual DOT inspection and was operated September 24, 2019. This is our motor coach #181. Vehicle 181 last had a DOT Annual Inspection in summer of 2018. The vehicle was being maintained regularly, and there is no excuse whatsoever that it did not have an up to date DOT inspection. This unit was actually out of service as it had gear box issues. Everything in the rear, axles, gears and rear end had to be replaced.

Vehicles sit for a long time. By no means do I want to make any excuses. All vehicles will not only be maintained but will have current DOT inspections.

In your March 20 refusal letter, you stated I “failed to describe why your previous maintenance procedures were ineffective” . . .

Let me say this; we had a bus on the road with an expired DOT inspection; we were spending a lot of money getting repairs made and missed this step.

Doc 20 – What went wrong

I knew the defects had to be repaired; I had not been fully trained as a motor carrier safety manager. I have since learned, a bus must be maintained properly AND I must always have a current annual DOT inspection.

The point is, the repairs were done, but we didn't have documentation to show it was done.

ACUTE violation 396.9(c)(2) operation of a CMV when it was declared out of service.

License ending 483S – this is our motor coach 777.

This bus was placed out of service at a roadside inspection and we had it towed to our yard. We did the mechanical repairs at our location, then I had one of my drivers take it to the tire shop to have tires replaced. We had made the other repairs but didn't realize it was forbidden to drive it that last bit to get the tires done.

The root cause of both these mistakes is the same – I did not have adequate knowledge of what needed to be done, how to do it, or how important it was to NOT let the driver go even a short distance before all OOS violations were remedied.

Finally, we will address the **elevated out of service percentage:**

We have had too many out of service violations in the most-recent 24-month period.

393.62(a) No or Defective bus emergency exits	3 times
393.205(c) Wheel fasteners lose	1 time
393.51 No or defective brake warning device	1 time
393.75(a)(1) Tire-ply or belt material exposed	1 time
393.75C Tire-other tread depth less than 1/32 of inch	1 time
393.83(d) Improper exhaust-bus (diesel)	1 time
393.9(a) Inoperative Brake Lamps	1 time

The most-common violation was the emergency exits.

In the area of out of service I had no experience in any of this. This is not an excuse to say I was not wrong for not knowing it but I had no idea how to open or close the emergency exits.

By no means am I making excuses, but I am letting it be known that there was a bit of ignorance going on; it has not only been addressed but I'm much wiser now.

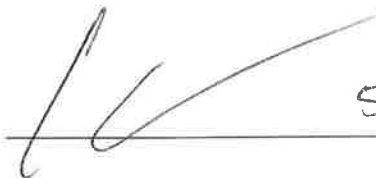
OVERALL STATEMENT:

In addition to the specific remarks above, regarding each of the violations; the root cause of most of the things that went wrong was that I did not have enough knowledge of the regulations.

Also, I did not have a good understanding of how much time is needed to take care of all these things and to be sure we follow the regulations and operate passenger coaches safely according to the FMCSRs.

The overall cause of all that has occurred is a lack of knowledge and understanding of what needed to be done. We did have several visits from the State of Washington DOT, and it seemed as if we had made some improvements, and before we could really see the turnaround in SMS scores and everything, the FMCSA was here. I think if I had had a few months in between audits, I could have made more improvements

Note: The above letter has not been changed from our previous submission, with the exception I did go through and catch one or two typographic errors that slipped through before.



5-11-2020

CLUSSIE BAGBY (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

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BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911 email: info@blessedlimo.net

Date: 3 April 2020

Scott Hernandez, Regional Field Administrator

TO WHOM IT MAY CONCERN:

RE: Request for change in Safety Rating based on corrective action IAW Part 385.17.

I, Clussie Bagby, am the owner, president, operations manager and safety manager for Blessed Limousine Inc.

I am planning to do everything according to the FMCSRs.
At this time, we are out of service; I am putting together a very thorough system of safety management controls meant to prevent any of the problems I have had before, which have led to the situation I am in now.

When I can restart my business, initially I will have two drivers: myself and Deryl Roberts. And the first two buses I will put on the road are ready to go now, with a current annual inspection.

On October 31, 2019, a Compliance Review was completed and there were five critical or acute violations we have been asked to address, as follows:

ACUTE violation 383.37 (a)	ACUTE violation 396.9(c)(2)
CRITICAL violation 391.51(b)(2)	CRITICAL violation 395.8(a)(1)
CRITICAL violation 396.17(a)	And Vehicle OOS rate of 60%

We are going to address the problems and the solutions by separating these into three areas:

I – Driver Qualifications

- ACUTE violation 383.37 (a) and
- CRITICAL violation 391.51(b)(2)

II – Hours of Service

- CRITICAL violation 395.8(a)(1)

III – Maintenance

- ACUTE violation 396.9(c)(2),
 - CRITICAL violation 396.17(a), and
- Out of Service %age.

1 – Driver Qualifications:

49 CFR §383.37(a) – Knowingly allowing, requiring, permitting, or authorizing an employee who does not have a current Commercial Learner's Permit or Commercial Driver's License with the proper class or endorsements, or who operates a commercial motor vehicle in violation of any restriction on the Commercial Learner's Permit or Commercial Driver's License to operate a commercial motor vehicle (Acute).

One of the things we are going to do in order to prevent this from happening in future is, we are going to start fresh with a new driver qualification packet.

Right now, we are out of service, so it's hard to keep a group of drivers that are willing and able to jump into CMVs and take off. But I do have one, his name is Deryl Roberts

So we will have a good DQ packet for me and one for Deryl and when we hire more drivers we will do everything for them the same as we are doing for these two.

[sample driver qualification packet is attached]

[list of drivers is attached – only two drivers]

First, we will make sure we have good applications – DOT Compliance Help, Inc. has provided a good driver qualification packet – we are going to use these forms – Then, we are going to be very careful – we will check and double-check to be sure they are filled out right.

Next, we will be sure we get the MVRs from each state they lived in. And, verification of previous employment from any previous employers where they drove a DOT-regulated vehicle.

And we will review the MVRs carefully to be sure we do not overlook anything. Like if the DOT card is not filed with the state department of motor vehicles, for example. Or, if the driver does not have the proper endorsement(s), including passenger endorsements for motor coach operators.

Second, we will think through what went wrong before, and double-check to be sure we are not making any of these mistakes in future –

(1) good MVR with DOT physical expiration date included.

(2) we will be very careful and study the applications and the MVRs; if a person has lived in more than one state in the most-recent 3-year period we will run MVRs in each of those states.

One of the things I am concerned about is, a driver could have his license or CDL suspended after we did the annual review and we would not know about it right away. We are planning on doing the annual review two times per year and running the MVRs each 90 days, and study them very carefully to be sure we don't overlook something like DOT physicals or required endorsements.

Note – the above process will be modified based on our new working agreement with Foley Services.

- See memo, attached

Before a driver's DOT Physical expires, we will make sure they go for a new DOT physical, and when they come back with a good physical, we will make sure they go to the DMV. After they get back from the DMV we will wait 10 days and pull a new MVR to be sure it is registered.

From now on, each time we put a CDL driver on, we will be sure we have the DOT Card AND an MVR that shows when the DOT Card expires.

Who will be responsible for this area of compliance?

- This is a small business, and I want to grow to the point I will have 8 or 10 CMVs on the road, or even more. Right now, I only have 2 buses I want to get back in service as soon as I am able.

Update 30 March 2020 - My wife, Genise Bagby, is going to help with the DQ packets. She is a very smart and educated professional, and while she is not currently trained or experienced in this area, she will attend a seminar or webinar as soon as possible to give her a baseline understanding of the FMCSA's requirements for Driver Qualification and DQ packets.

I will still be the person responsible for this and all areas of compliance.

As evidence, we are including two complete DQ files (1) Bagby, and (2) Roberts.

As evidence of implementation of new systems, we will submit a copy of our new DQ policy.

Update – 1 April 2020 – We have contracted with Foley Services to host the driver qualification files and perform quality control checks. They will be providing an advisory service on a monthly basis – so if ANYthing changes regarding a drivers MVR, we will be notified right away.

They will also let us know 30 days in advance if something is going to expire. We will not let any required credential expire.

Right now, we are sending them the DQ packets for Bagby and Roberts; the key is establishing the business relationship. As soon as we receive applicants we will forward it over to Foley to be checked for background and all endorsements MVR and when Foley returns it we are at the office will double check it so we have a two level process which cannot fail

In the agency's refusal letter dated 20 March 2020, there is a comment that the MVR for Clussie Bagby was not dated and from an unidentified source. We have reviewed these documents and they appear to have dates on them. We are also going to include a new MVR for both Bagby and Roberts, from the new Foley service.

One of the reasons we had trouble before is, I didn't really know how to do all these things correctly. One of the things I am going to do differently is, I am going to a 4-day seminar on DOT regulations – this seminar should help me to understand all the things that must be done to successfully manage all seven BASIC areas.

As evidence, I am including my certificate from the DOT Compliance Seminar I attended in Las Vegas during the period 25-28 February 2020.

49 CFR Part 391

Driver Qualification File and Documents –

49 CFR §391.51(b)(2) – Failing to maintain inquiries into driver's driving record in driver's qualification file (Critical).

In future, we will always check the MVRs for any driver we hire, to include making sure they are fully qualified, including DOT Card, expiration date of DOT Card listed in MVR, correct endorsements, no suspended licenses, etc.

I understand sometimes if you run an annual review in, say, February you could kind of get in trouble because a driver might get suspended in June. Instead of thinking that MIGHT happen for 12 months, our new process will include performing an annual review two times per year.

But first, we are going to be sure we can start on day 01 with two drivers who are legally and physically qualified, and we will have a complete Driver Qualification file for each of them.

As a small business owner, clearly, I am responsible for everything that happens. Initially, I am going to be doing this work. As soon as I get a few more buses on the road, I will try to find someone who can drive part-time and help me in the office part time. Both myself and the new assistant will attend the 4-day seminar, in order to help him/her get started with an understanding of what is needed.

Regarding driver qualification system problems and remedies:

Initially, we are putting together complete DQ packets for myself (Clussie Bagby) and driver Deryl Roberts.

I have an outside company helping to be sure they are done right.

A big part of the reason this was never done completely right is, I was trying to do it myself and I didn't really understand the process as well as I should.

The real solution is this:

- (1) With some expert help, I am going to put together two complete DQ files and going forward these will be used as examples when we add another driver.
- (2) I will have at least one other person helping me get all the steps right in the driver qualification process
- (3) Myself AND the person who will be helping me with this will both get some training – we are scheduled to attend a 4-day seminar on DOT safety regulations later this month.

At least two times per year, we will do a three-part annual review.

In response to various comments included in the March 20 refusal, we have added two new elements to our Driver Qualification process.

First, Genise Bagby will be helping with the DQ files. She is very educated but just for FMCSA sake she will be getting more training from a seminar or webinar on DQ file training at our earliest convenience.

Second, we have contracted with Foley Services to (a) ensure we have a complete DQ packet for each driver, and (b) perform the equivalent of an employee notification system.

Most importantly, we understand we must ensure drivers are legally and physically qualified at all times.

2 – Driver’s HOS and RODs:

49 CFR §395.8(a)(1) – Failing to require a driver to prepare a record of duty status using the appropriate method (Critical).

Moving forward, we will look at our schedule of charter services, select the drivers for each charter, and if the driver hasn’t been driving continuously, have them complete a 7-day sheet.

For each day a driver is dispatched, I will check to be sure I have either a daily drivers log (when required) or the information needed under the 100-air-mile radius exemption.

Some drivers will be people who are working at other jobs, including some CMV operators. If a person drives our CMV after being elsewhere for 7 days or more, we will have them complete a 7-day sheet – OR provide copies of their RODs from the other job - so we can check to be sure they do not exceed the HOS limits. Or, we might use a weekly form we have; but the necessary information will be captured and verified.

As with each area of safety management compliance, I, Clussie Bagby, am responsible. My intention is to get a good system established so I can grow the business and continue to do it according to the regulations.

It is a bit of a challenge to find words to explain how we will have a detailed and elaborate system to check RODs for falsification at first, because there will only be one or two drivers; I know where people are all the time and when they turn in their paperwork at the end of the day there is no reason for them to falsify anything, and if they did I would know it immediately.

When we succeed at growing this business to the point I am not able to personally monitor each and every movement continuously, we will start using separate fuel accounts for each driver so we can check fuel purchase time against RODs.

In the agency’s March 20 refusal, you said “your upgrade request again failed to indicate what specific information you will verify to ensure that drivers qualify for and properly use the 100 air-mile short-haul exception.”

In answer to that, we will say this: We know most of our drivers, most of the time, will stay within a 100-air-mile radius of our principle place of business, they clock in and out within 12 hours [most of our runs are 4 hours or less in duration] and they come back to the same place each day. In the event a driver fails to meet all three of these conditions, the driver will be required to complete a daily driver’s log.

Regardless if we have a daily driver’s log or an abbreviated record of duty status, we understand we need to have six months of RODs for each driver and 100 mile rule clearly states start time stop time total hours 12 hour maximum

Also, we are going to have a new Charter Order Sheet; when a customer is dropped off, a member of the group or the group leader will be asked to sign the bottom of the charter order. The charter order document will have the drivers start time and end time and we can check that against the driver's RODs to be sure they match.

And, I was able to learn some things during an HOS online webinar on February 13 (certificate attached)

As with each area, I am responsible to be sure this happens.

I, Clussie Bagby, owner and President of Blessed Limousine, Inc. will ensure all CMV operators comply with the HOS limitations found in part 395 of the FMCSR, and submit RODs which meet the requirements found in 395.8.

Attached is a copy of our December charter calendar, and RODs for the two drivers who are going to be operating our motor coaches when we can resume operations.

In addition to the control measures discussed above, and in response to comments in the March 20 refusal letter, we have contracted with a timecard service -

We have contracted with ADP and will use their time and attendance software solution as our primary RODs. Each driver will have a charter order document with him, including scheduled pick up and drop off time – this document will be signed by the group leader. We will always compare the time-sheet document from ADP with the run sheets from the trip, to make sure they match.

We have also taken another step; we have set up an account with Keep Truckin – even though we understand we are not required to have a traditional daily drivers log and we are not required to have an ELD, we feel it is valuable to have Keep Truckin provide guidance and monitor our HOS, and they will do some training as well.

Once we get up and running we might use the ADP time and attendance app as a supporting document, in addition to the charter order document that will be signed by the customer's representative.

3 – Maintenance and maintenance record keeping:

49 CFR §396.9(c)(2) – Requiring or permitting the operation of a motor vehicle declared “out-of-service” before repairs were made (Acute).

The specific violation the DOT investigator wrote us up for was an anomaly and we just won't let anything like it happen again. We know if a motor coach is placed out of service no one is going to drive it or authorize someone to drive it. We had that motor coach towed in to our place and the repairs were made, and we were thinking the tires were sort of a separate thing, and let someone drive it to the tire shop – but now we realize we should have had the tire contractor come to our place of business to replace the tires that needed to be replaced.

In the future, if a tire is in violation, whether the driver points it out or if it shows up on a roadside inspection, we will take the motor coach to the tire contractor and have the situation corrected as soon as possible, - OR the tire contractor might come to our location – but in no case will we re-dispatch the bus before the repairs are made.

In the event the tire – or any component – is ever found to be a serious safety violation (as noted by our driver) or an Out of Service violation (as noted by a roadside inspector) we will be VERY careful to avoid any miss-understandings; OUT OF SERVICE Means OUT OF SERVICE.

We will include this in our driver training, and we will provide training to new drivers regarding this, our periodic inspections and making sure we never operate a CMV that has an expired annual inspection.

WE are starting small, with two buses on the road. Both buses start with a new annual inspection. We plan to bring each one to our mechanic each 90 days for a scheduled inspection. WE are still working on the details of what will be done at each 90-day interval, but we have a starting checklist.

I have now not only made a system to check emergency exits but I also have changed all the clips on every bus to ensure emergency exits are working properly, Some clips did need to be changed they just needed to be oiled but whatever it was it's been addressed.

Most of all I have the experience of walking thru the bus and checking every emergency exit from the windows to the ceiling.

One of the things I am doing now is, I have a copy of the CVSA Out of Service guide. As soon as I get that, I am going to start studying it to be sure I understand which violations are more serious and therefore have been determined to be OOS violations.

We are looking forward to starting fresh with two motor coaches, each of which have had an annual inspection very recently, and as soon as business volume calls for it, we have a 3rd motor coach we will put into service.

One of the things I am going to do differently is, I am going to study the CVSA Out of Service guide very carefully. I understand now, there are roadside inspections and violations and then there are OOS violations that should be treated much more seriously

As evidence all OOS conditions have been addressed, we are including new annual inspections for each of these buses.

In future, we will always keep a copy of every roadside inspections with proof of all repairs.

There have been no additional roadside inspections since the compliance review.

One of the reasons we have contracted with Keep Truckin is, we feel using this application will help our drivers to have a good way to prepare a Daily Vehicle Inspection Report, and they will provide some training on how to perform a proper pre-trip inspection.

Annual Inspections -

49 CFR §396.17(a) – Using a commercial motor vehicle not periodically inspected (Critical).

We are starting fresh, as soon as the FMCSA allows it, with two CMVs.

We had some confusion regarding a 5000-mile inspection that was done in January. That document was completed to show the work they were doing for us. We have got a new annual inspection for that motor coach as well – dated April 3 – done by Montgomery

Our drivers will receive training on pre-trip inspections, and one of the things they will be instructed to check is, when did the bus last have an annual inspection.

If it is due within 30 days they will make a note of it on their DVIR.

We are going to have a sticker inside the windshield to remind the driver when the bus needs to come in for a 90 day inspection. If it is within one week, they will note that on the DVIR.

I, Clussie Bagby, am responsible for this area of compliance.

Attachments include the list of CMVs (only two buses right now) and the annual inspections for each bus, as well as our DRAFT maintenance policy.

In your refusal letter dated 20 March, 2020 you stated “the annual inspection you submitted for vehicle #9785, dated January 25, 2020, has several defective components noted including exterior lights, defective tires with inadequate tread depth noted as an OOS condition, exhaust leaks, fluid leaks and an OOS cracked and leaking muffler.”

We are unaware of any annual inspection that was done in January, and we have never seen an annual inspection done on one of our motor coaches indicating these types of deficiencies.

We are having great difficulty getting a new annual inspection done now, as the shop is closed due to COVID19 precautions. But, we did get a new annual inspection on this CMV just to make sure there is no longer any confusion regarding the current status of this bus.

As soon as that shop gets up and running, we will have a new annual inspection done on the other motor coach. IF there is anything that needs to be fixed, we will get it fixed. We have no intention of dispatching a bus that has any deficiencies.

In your letter dated March 20, you mentioned there was a question about a couple buses that were inspected during the compliance review. We are going to get rid of those; the only reason they are still here now is, no one is doing business because of the COVID9 - everyone is sheltering at home.

In your letter dated march 20, you mentioned as follows: “you failed to describe the roles of your management staff or officials and the process they will follow to ensure you do not use a commercial motor vehicle that has not been periodically inspected. “. . . actually, we felt we covered that pretty well. We have put a big sticker on the window of each bus reminding the driver when each bus is due for an annual inspection. It is difficult to find the words to describe an elaborate system of relationships between people in different management roles, when there is just one person here, and two buses that we cannot move right now. The best we can do is create a plan and explain it to you.

As soon as they open for business, we are going to have each driver go to Gary Miller’s place, and he is going to go through the pre-trip inspection as a refresher. Right now, that is just two drivers, Bagby and Roberts, but we are both looking forward to going over this with Gary. And, when we bring any new driver on, we will make this part of the new-driver training. As a matter of company policy, each driver will note the date the bus is due for an annual inspection. This is to be part of the pre-trip inspection process.

Also, to be sure our drivers have all the resources to do this correctly and thoroughly, we have contracted with Keep Truckin, so the drivers will (a) get training on how to perform a proper pre-trip inspection and (b) they will also be trained to use the application to document this important work.

As a motor carrier, we will have to be very careful to look at DVIRs that are turned in, to be sure we are always checking to see what the driver is reporting. If it is a safety violation it will be repaired before the bus goes out. If it is a minor violation that will not prevent the vehicle being dispatched, we will be sure the repair is completed when the bus comes in for the next 5000-mile or 10,000 mile inspection.

Out-of-Service Rate - Vehicle Out-of-Service Rate (OOS Rate) 34% or higher

We had a few violations – especially the emergency exit thing – that were out-of-service in nature and I thought I understood how to deal with this, but in retrospect I just didn't understand how serious it is when you have an OOS violation.

First, every driver will receive some training on pre-trip inspections, and we will emphasize the importance of safety-related problems and out of service violations.

We are going to have each driver go through the bus with Gary Miller, our fleet maintenance guy. Gary's shop is closed now, due to the whole COVID9 business shutdown stay-at-home order. But, as soon as he gets open for business, we will have him go through the pre-trip process with Deryl Roberts and me. It will be a good chance for us to interface with Gary, as he is a key part of our team to be sure our vehicles are in tip-top condition going forward.

Second, we will monitor driver's DVIRs to be sure if there is something indicated on the DVIR that is the sort of thing that would make a CMV unsafe to operate, we have a very robust approach to making needed repairs before the CMV can be dispatched.

Third, we have a copy of the CVSA Out of Service guide in the office now. This is a valuable reference book. Any time there is a roadside inspection with an out of service violation I will make sure I have the driver show me exactly what the inspector pointed out, and I will study the violation description in the OOS guide to be sure I understand the nature of the OOS violation.

Either myself or one of my drivers will check carefully to be sure the other vehicles don't have the same violation.

I am starting with only two buses, but I am planning ahead. I plan to have numerous buses on the road and if we ever have an OOS violation there will be more buses to check to be sure we don't have more than one with the same violation.

Included as evidence is a list of equipment, (only two buses), our maintenance schedule, the new maintenance policy, and our new DVIR.

This is a small business, and I want to grow to the point I will have 8 or 10 CMVs on the road, or even more. Right now, I only have 2 buses I want to get back in service as soon as I am able.

I will still be the person responsible for every area of compliance, including maintenance. Gary Miller seems to be a valuable asset and I think he will be my main right-hand person in the maintenance area that I can count on to help make sure things are done right, but I am still responsible.

[There was a driver named Gary Miller; this is a different person.]

OVERALL IMPROVEMENTS TO SAFETY MANAGEMENT CONTROLS:

As I read back through these documents, each time I am forced to come face to face with the root cause of each violation that led to the UNSATisfactory safety rating, it's all about my lack of knowledge and understanding of the FMCSRs.

I should have found a way to understand them better.

I have been to a 4-day DOT Compliance seminar February 25 – 28 – this covered a broad range of safety-related topics, with a focus on DOT/FMCSA Compliance.

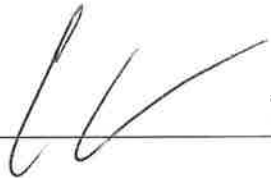
I think the seminar has helped - I feel that I have a better overall understanding of what is required.

Also, I have attended 4 brief familiarization webinars on February 17 and 18, on HOS, DQ, accident countermeasures and roadside inspections.

I feel like I understand my responsibility better now.

The overall cause of all that has occurred is a lack of knowledge and understanding of what needed to be done. We did have several visits from the State of Washington DOT, and it seemed as if we had made some improvements, and before we could really see the turnaround in SMS scores and everything, the FMCSA was here. I think if I had had a few months in between audits, I could have made more improvements.

Now, while we are in a stand-down posture, I have an opportunity to change and organize all that has been given to me. I AM LOOKING forward to starting fresh with two buses and two drivers, myself as one of them, and a good, new system to manage Commercial Vehicle Safety.

 5-11-2020

CLUSSIE BAGBY (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

G

TRAINING CERTIFICATE

CLUSSIE BAGBY

HAS COMPLETED A 4-DAY COURSE OF STUDY ON THE TOPIC OF:

**DEVELOPMENT OF DOT-REQUIRED SAFETY MANAGEMENT CONTROLS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION COMPLIANCE
UNDERSTANDING THE 7 BASICS OF CSA**

HOURS OF SERVICE BASIC & FATIGUED DRIVING PREVENTION, VEHICLE MAINTENANCE, DRIVER QUALIFICATION & FITNESS, LOAD SECUREMENT, UNSAFE DRIVING AND ACCIDENT PREVENTION, ROADSIDE INSPECTION SURVIVAL, CRITICAL & ACUTE VIOLATIONS, POLICY PREPARATION, COMPLIANCE REVIEW PREPARATION

FEBRUARY 25TH, 26TH, 27TH, & 28TH, 2020

Training provided by DOT Compliance Help, Inc. TM
(847) 836-6063, www.dotcompliancehelp.com

TRAINING CERTIFICATE

CLUSSIE BAGBY

has completed a webinar course on the topic of:

**DOT COMPLIANCE
DRIVER QUALIFICATION**

**A FAMILIARIZATION WITH DOT DRIVER QUALIFICATION REQUIREMENTS
AND DOT DRIVER FILES, INCLUDING APPLICATIONS**

February 18th, 2020

Training provided by DOT Compliance Help, Inc. TM
(847) 836-6063, www.dotcompliancehelp.com

One-hour discussion of Driver Qualification



Driver Fitness BASIC

– (new term for Driver Qualification process)

It's not about the DQ file. . .

It's about selecting only drivers who are legally and physically qualified.

AND trying not to hire bad drivers. . .



Ahhhh!! - Teamwork!

This is what you need – team players

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TRAINING CERTIFICATE

CLUSSIE BAGBY

has completed a webinar training course on the topic of:

**DOT COMPLIANCE TRAINING
HOURS OF SERVICE, FATIGUED DRIVING, ELD
RULES & LOG AUTOMATION, RECORDS OF DUTY,
& EXEMPTIONS AND EXCEPTIONS**

FEBRUARY 13TH, 2020

Training provided by DOT Compliance Help, Inc.™
543 E. Main Street, Ste. B, East Dundee, IL 60118
(847) 836-6063, www.dotcompliancehelp.com

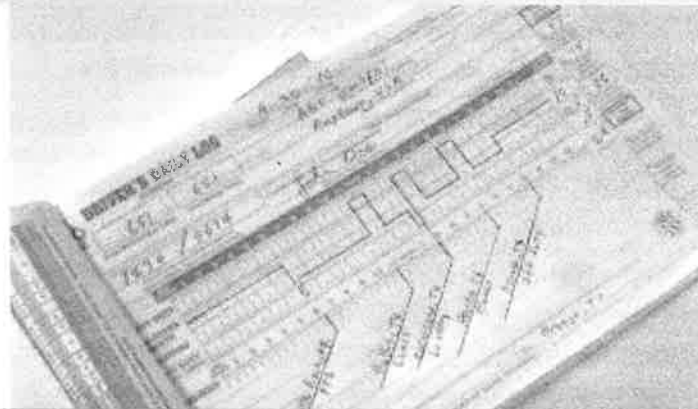
One hour seminar The HOS BASIC

For Managers of transportation-related companies and private carriers

Remember, It's not about Hours of Service. - It's about driver fatigue..

A tired driver is a dangerous driver.

HOS monitoring is an important tool for combating driver fatigue.



FMCSR 395 sets limits on driving and on-duty time, sets minimum rest periods, and establishes a regimented documentation process.



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CLUSSIE BAGBY

has completed a course on the topic of:

**DOT COMPLIANCE
ROADSIDE INSPECTIONS**

**LOOKING AT THE BASICS
THROUGH THE LENS OF A ROADSIDE INSPECTION**

FEBRUARY 18TH, 2020

Training provided by DOT Compliance Help, Inc. TM
(847) 836-6063, www.dotcompliancehelp.com



One Hour Discussion of

Roadside Inspections

– how to improve your chances for success



Updated 18 February 2020

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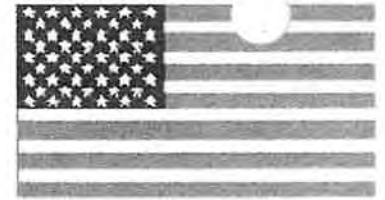
DOT COMPLIANCE

**ACCIDENT PREVENTION & COUNTERMEASURES,
THE DOT ACCIDENT REGISTER, AND DETERMINING DOT
RECORDABLE \NON-RECORDABLE**

February 18th, 2020

Training provided by DOT Compliance Help, Inc. TM
(847) 836-6063, www.dotcompliancehelp.com

**One-hour discussion of
Crash prevention,
accident countermeasures, crash
investigation and root cause analysis.**



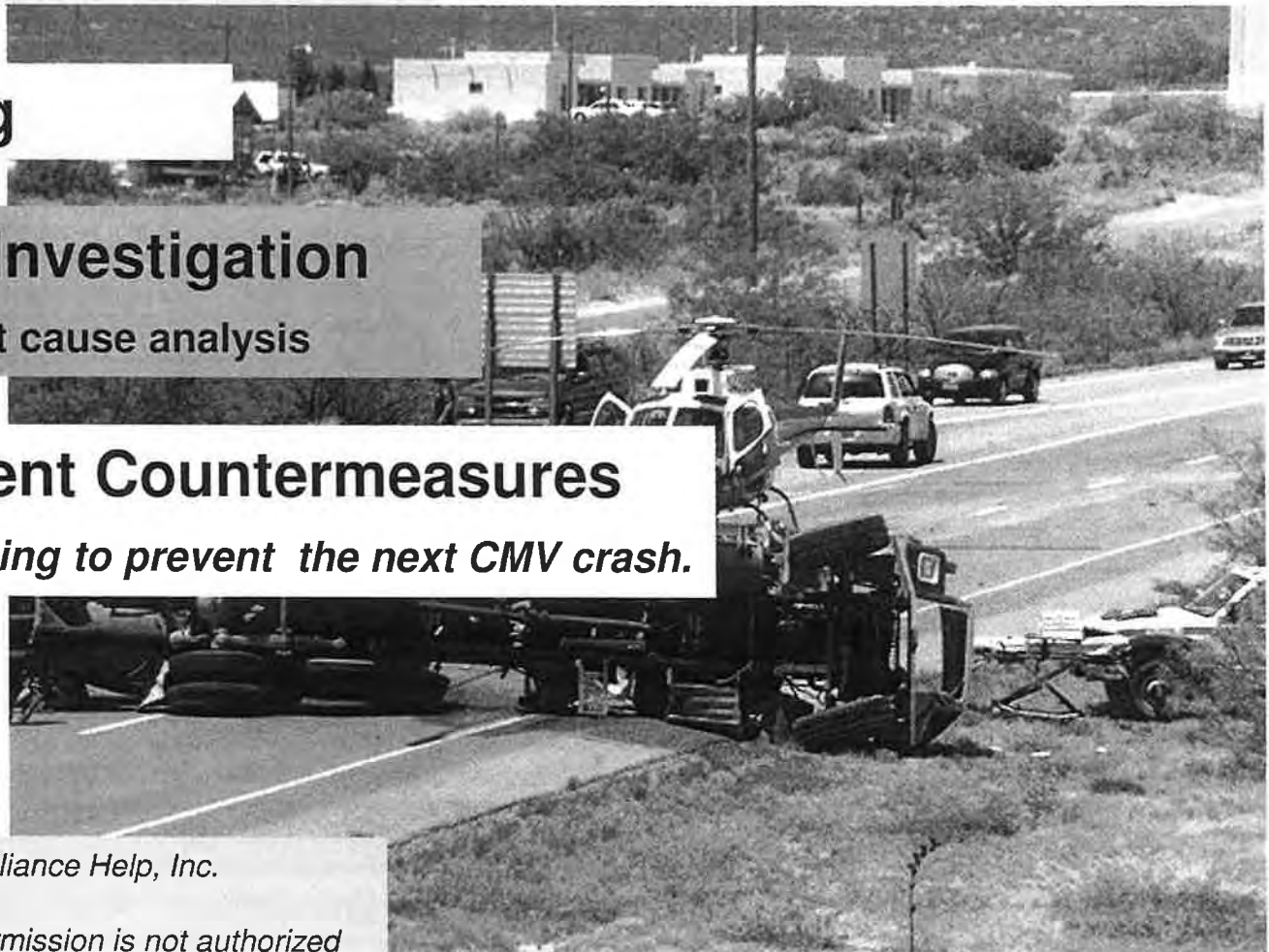
Accident Reporting

Accident Investigation

- using root cause analysis

Accident Countermeasures

- *do something to prevent the next CMV crash.*



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H

Mike England

From: Kim Gurga
Sent: Monday, May 11, 2020 10:42 AM
To: info@blessedlimo.net
Subject: Driver Qualification Webinar Registration

Dear Clussie Bagby,

This email confirms registration for Genise Bagby from Blessed Limo for the DOT Driver Qualification Webinar Training.

Driver Qualification Webinar

Thursday, May 28th, 2020 at 10:00 am Central

Have a safe day,

Kim Bianchi

DOT Compliance Help, Inc.

847-836-6063

www.dotcompliancehelp.com

kim@dotcompliancehelp.com

TO: All drivers and employees of Blessed Limousine Inc
Date: 11 May 2020

This policy is in effect until superseded

Effective immediately:

A. Initial Driver Qualification process:

Driver applicant will complete the application; management will study the application for completeness. In addition to the application, we will use the attached checklist to assure no one is dispatched in one of our buses that is not both legally and physically qualified.

- 1 - Completed Driver's Employment Application
Including 10 years job history – most-recent 3 years verified
- 2 - Proof of negative pre-employment drug test
custody form
advise of negative result
- 3 - Enlarged, color copy of CDL and/or operator's license (both sides)
And road test certificate
- 4 - MVR – minimum 3 yrs driving history
Include MVR from each state of residence most-recent 3 years
Verification of previous employment from previous employer.

We will pay careful attention to CDL status, including endorsements, such as passenger endorsement, and also check to be sure the DOT Card is on file with the state.

- 5 - DOT medical qualification card
NRCME verification
- 7-day sheet (may get moved to HOS files)
- 8 – annual record check
Drivers certification
MVR
Motor carrier's certification of driver's qualification

After we have the application completed, which includes permission to check the clearing house and to run a PSP report, we will run the MVR and PSP, check the clearing house, and send the driver for a pre-employment drug test and a DOT physical.

We will also do a road test; if the driver cannot handle a motor coach proficiently we will not go any further, as we have a challenging task working around the airport and sometimes transporting cruise ship passengers and Seattle area traffic, and we don't have time to train inexperienced CMV operators.

When we get the MVRs we will be sure to get an MVR for each state they have lived in. On the MVR, one of the things we will check is to be sure the driver has submitted his DOT Medical Qualification card to the state DMV and that should show on his MVR.

We put together a DQ process here, but now we are working with Foley Services and we are going through the process again. In order to work with Foley and for them to help us keep an eye on things, we have had to go through their process, so it might seem a little redundant, but please be patient.

When Foley says you are ready to go, and our insurance company says you are ready to go, as long as you have passed the physical, the drug test and the road test, THEN we will be able to dispatch you.

B. Annual review process

Once per year an Annual record check – 3 parts

- a. Driver's certification of violations
- b. Another MVR each year
- c. Carriers certification of driver's qualification

Foley will keep track of the annual review, they will check all MVRs once per month, and they will check to be sure no one is disqualified for any reason.

C. Bi-Annual check of DQ packet

- This portion of our DQ process is going to change; we have now contracted with Foley Services to let us know if anything is added to anyone's MVR.

D. Monitoring and Remediation

The following message will be communicated to drivers as a part of our safety management policy:

If you get a ticket or a roadside inspection, you must notify us right away

When we learn of a violation, we will check the MVR to see if there is a possibility the violation could lead to a suspension.

It is in your best interest, and that of the company, to always do your best to comply with all state and local rules, for some obvious reasons and some that might not be quite as obvious to you. This means be careful to NOT do things that could lead to moving violations.

We have started working with Foley Services, a company that helps small motor carriers to make sure we don't overlook any detail. IF they say you are not qualified or disqualified, you won't be dispatched.

Foley will notify us right away if anything is added to your MVR.

E. Regular updates

This is a DRAFT policy; we expect to review this annually to determine what, if any changes should be made to ensure we have an effective system to prevent a repeat of violations that have embarrassed us in the past, including not having a DOT Card on file and a driver without a passenger endorsement.

As we are not running right now, we don't have the chance to test our policy daily.

As soon as we get up and running, we may discover something works a little differently than described here.

If the procedure changes a little for one reason or another, the fact remains, if someone is unqualified, we are getting them off the road right away.

Note to drivers and everyone:

We had a little trouble with the DOT last year, because we weren't doing all of this right. We have new procedures, and sometimes you may feel as if you are being accused of doing something wrong and we are trying to prove it's not that way – I want you to understand, we just want to make sure we do not make the mistakes we have made before, and we need everyone to help – it might seem we are checking things 2 or 3 times and sometimes we are going to ask you to do something you feel as if you have done before, but please be patient.

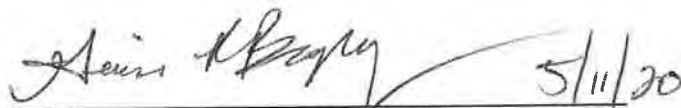
Each time you have to go for a DOT physical we are going to run an MVR to make sure that information is entered in the state Driver's License Agency's computer and we have proof of it here.

Any time you get a ticket, driving a CMV or your own automobile, you have to let us know about it. We want to be careful we don't have a driver who gets suspended.

For new drivers, we are going to be very careful to get proof of previous employment from previous employers – this means we need a good point of contact and we are going to keep trying until we get responses from them, or we will make three attempts and if a previous employer is not cooperating we will report them to the DOT.

We appreciate your cooperation – we are all going to work together to make sure we do everything right, to comply with the FMCSRs and more importantly, to prevent accidents and fatalities.

This is a DRAFT policy, so if you see a way we might do something better, bring it up. If you think there is a better way to do something, you can be part of the solution.


Genise **Bagby**, (Vice President)

BLESSED LIMOUSINE, INC. DOT # 2822783

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DRIVER QUALIFICATION FILE CHECKLIST

REQUIRED DOCUMENTS

	DATE ENTERED	✓
Driver Employment Application, dated and signed.....		
Copy of CDL/License		
3-years Verified Driving History (if applic.) & 10-years Employment History.....		
Copy of Medical Card (Current & Most Recent Expired).....		
Original MVR (3-year Motor Vehicle Record History).....		
7-day Sheet.....		
FMCSA Drug & Alcohol Clearinghouse Limited Query Consent.....		
Pre-Employment Drug Test Notification of Negative Result (CDL only).....		
Returned Custody & Control Form.....		
Returned Proof of Negative Result.....		
Signed Receipt of Drug & Alcohol Policy (and / or proof of training) (CDL Only).....		
Road Test Certificate (Required for NON-CDL drivers, Recommended for CDL).....		
Entry Level Driver Training Certificate (Required for drivers with less 1 year experience).....		
PSP Driver Permission Form (if applicable)		
PSP Driver Background Report.....		

Custom solution developed by



DOT
Compliance
Help, Inc.

DRIVER EMPLOYMENT APPLICATION

Name (first, middle, last)		Hire Date (office use only)	
You must list all previous addresses for 3 years	Address (street, city, state, zip code)		
	Address (street, city, state, zip code)		
Phone Number	Date of Birth	Social Security Number	
*****Are you legally authorized to work in the U.S.? Yes No			
Emergency Contact Name		Relation	
Address		Phone Number	
DRIVER LICENSE INFORMATION			
Driver License Number	State	Type	Expiration Date
DRIVER EXPERIENCE			
Type of Equipment	From (Date)	To (Date)	Approx # of Miles
Type of Equipment	From (Date)	To (Date)	Approx # of Miles
REQUIRED QUESTIONS			
Have you ever been denied a license, permit or privilege to operate a motor vehicle?			Yes No
Has any license, permit or privilege ever been suspended or revoked?			Yes No
Have you ever been convicted of any criminal act involving the use of a CMV or while driving a CMV?			Yes No
Have you ever been convicted of any serious crime? (Include any plea of "Guilty" or "No Contest" except for minor traffic violation)			Yes No
If you answered yes to any of the above 4 questions, you must attach a statement of explanation.			
TICKETS / ACCIDENTS/ ETC. *write N/A if there is nothing to report			
Accident Record for Past 3 Years			
Date	Description	# of Injuries / Fatalities	
Date	Description	# of Injuries / Fatalities	
Traffic Convictions & Forfeitures for Past 3 Years			
Date	Location	Charge	Penalty
Date	Location	Charge	Penalty



EMPLOYMENT RECORD Applicant must include 10 years of any/all employment.
Begin with your most recent employer and work back until 10 years are included.

Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
DECLARATION OF EMPLOYMENT STATUS (GAPS IN HISTORY)			
If you were driving a CMV, you must provide complete employment history for the past 10 years. Any gaps in employment longer than 1 month are explained as follows:			
Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No
Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No
Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No



Employment History Continued

Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No

DECLARATION OF EMPLOYMENT STATUS (GAPS IN HISTORY)

If you were driving a CMV, you must provide complete employment history for the past 10 years.

Any gaps in employment longer than 1 month are explained as follows:

Activity During Break	From (M/Y)	To (M/Y)
In Addition, I was not employed by any company or individual		Yes No
Activity During Break	From (M/Y)	To (M/Y)
In Addition, I was not employed by any company or individual		Yes No
Activity During Break	From (M/Y)	To (M/Y)
In Addition, I was not employed by any company or individual		Yes No

For additional blocks needed, please make a copy of this form

Page 2b



TO BE READ AND SIGNED BY APPLICANT

I authorize you, BLESSED LIMOUSINE INC., to make such investigations and inquiries of my personal, employment, financial or medical history and other related matters as may be necessary in arriving at an employment decision. (Generally inquiries regarding medical history will be made only if and after a conditional offer of employment has been extended.) I hereby release employers, schools, health care providers and other persons from all liability in responding to inquiries and releasing information in connection with my application.

In the event of employment, I understand that false or misleading information given in my application or interviews may result in discharge. I understand, also, that I am required to abide by all rules and regulations of the Company, as well as the FMCSRs.

I understand information I provide regarding current and/or previous employers may be used, and those employers will be contacted, for the purpose of investigating my safety performance history as required by 49 CFR 391.23 (d) and (e). I understand that I have the right to:

- Review information provided by the previous employers;
- Have errors in the information corrected by previous employers and for those previous employers to re-send the corrected information to the prospective employer; and
- Have a rebuttal statement attached to the alleged erroneous information, if the previous employer(s) and I cannot agree on the accuracy of the information.

This certifies this application was completed by me, and that all entries on it and information in it are true and complete to the best of my knowledge.

Applicant Signature	Date
Print Name	
Employer Witness Print Name	
Witness Signature	Date



FAIR CREDIT REPORTING ACT DISCLOSURE STATEMENT

By this document, [BLESSED LIMOUSINE INC.] discloses to you that a consumer report, including an investigative consumer report containing information as to your character, general reputation, personal characteristics and mode of living, may be obtained for employment purposes as part of the pre-employment background investigation and at any time during your employment. Should an investigative consumer report be requested, you will have the right to request a complete and accurate disclosure of the nature and scope of the investigation requested and a written summary of your rights under the Fair Credit Reporting Act. Please sign below to acknowledge the receipt of this disclosure.

Applicant Signature	Date
Print Name	Social Security Number
Employer Witness	Witness Title



ALCOHOL & CONTROLLED SUBSTANCE CONSENT AND RELEASE – applicant MUST answer:

Have you ever refused to be tested for drugs or alcohol?	Yes	No
Have you ever tested positive for drugs or alcohol?	Yes	No
Have you ever tested positive for any pre-employment drug or alcohol test for a job which you applied for but did not obtain?	Yes	No

*If applicant answered 'Yes' to any of the above questions, attach a statement of explanation AND provide proof of the Return to Duty Process.

I understand that, as required by the Federal Motor Carrier Safety Regulations and company policy, all CDL drivers must submit to alcohol and controlled substance testing as a condition of employment. Non-CDL drivers may also be subject to testing per company policies. I also understand that any offer of employment will be contingent upon the results of an alcohol and controlled substance test.

Applicants for positions that require driving a commercial motor vehicle (CMV) requiring a CDL at any time will be required to undergo controlled substances and at our discretion, alcohol testing prior to employment and will be subject to further testing throughout their period of employment.

BLESSED LIMOUSINE INC.'s policy is that if a person has ever been in violation of the rules in part 40 (DOT) or 382 (FMCSA) they will NOT be considered eligible for any job which includes operation of a CMV (Greater than 10,000 GVWR) unless they have completed the return to duty process.

CDL drivers will be subject to random and reasonable suspicion drug testing each day they report for work.

Therefore, I agree to submit to the following alcohol and controlled substance tests in accordance and as defined by the Federal Motor Carrier Safety Regulation and this company's policies:

- Pre-Employment, to determine employment eligibility
- Random
- Reasonable Suspicion
- Post Accident
- Follow Up (see company policy)
- Return-to-duty (see company policy)

I certify that I have read, understand, and agree to abide by the condition of this consent and release form. Failure to answer these questions and sign will prevent this employer from using you as a CMV driver.

Applicant Signature	Date
Print Name	Social Security Number
Employer Witness	Title



CERTIFICATION OF COMPLIANCE WITH DRIVER LICENSE REQUIREMENTS – PART 383

MOTOR CARRIER INSTRUCTIONS: The requirements in Part 383 apply to every driver who operates in intrastate, interstate, or foreign commerce and operates a vehicle weighing 26,001 pounds or more, can transport more than 15 people, or transports hazardous materials that require placarding.

The requirements in Part 391 apply to every driver who operates in interstate commerce and operates a vehicle weighing 10,001 pounds or more, can transport more than 15 people, or transports hazardous materials that require placarding.

DRIVER REQUIREMENTS: Parts 383 and 391 of the Federal Motor Carrier Safety Regulations contain some requirements that you as a driver must comply with. These requirements are in effect as of July 1, 1987. They are as follows:

1. You, as a commercial vehicle driver, may not possess more than one license.
2. If you currently have more than one license, you should keep the license from your state of residence, and return the additional licenses to the states that issued them. Destroying a license does not close the record in the state that issued it; you must notify the state. If a multiple license has been lost, stolen, or destroyed, you should close your record by notifying the state of issuance that you no longer want to be licensed by that state.
3. Sections 392.42 and 383.33 of the Federal Motor Carrier Safety Regulations require that you notify your employer the NEXT BUSINESS DAY of any revocation or suspension of your driver's license. In addition, Section 383.31 requires that any time you violate a state or local traffic law (other than parking), you must report it to your employing motor carrier and the state that issued your license within 30 days.

DRIVER CERTIFICATION: I certify that I have read and understand the above requirements.

The following license is the only one I will possess:

Driver License Number	State	Expiration Date
Driver Signature	Date	



SAFETY PERFORMANCE HISTORY RECORDS REQUEST

Section 1 To be Completed by Prospective Employee (APPLICANT)		
I, (first, middle, last)	Social Security Number	Date of Birth
Hereby Authorize (My Previous Employer):		
Address (Street)		Phone
Address (City, State, Zip)		Fax
To release and forward the information requested by sections 2 & 3 of this document including my Alcohol and Controlled Substance Testing records within the previous 3 years from (M/Y of employment dates) _____ to _____		
To My Prospective Employer BLESSED LIMOUSINE INC.	Phone: 206-579-5911	Fax:
Attn: Safety Manager	Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057	
In compliance with §40.25(g) and 391.23(h), release of this information must be made in a written form that ensures confidentiality, such as fax, letter, or e-mail.		
Applicant Signature		Date

Section 2 To be Sent to and Completed by the Previous Employer listed above				
Did applicant named above was employed by us		Yes	No	
From M/Y	To M/Y			
Did he/she drive a motor vehicle for you?		Yes	No	
If yes, what type?	Straight Truck <input type="checkbox"/>	Tractor Trailer <input type="checkbox"/>	Other _____	
Reason for leaving your employ	Discharged <input type="checkbox"/>	Resignation <input type="checkbox"/>	Lay Off <input type="checkbox"/>	Military Duty <input type="checkbox"/>
Accident History: Complete the following for any accidents included on your accident register (§390.15(b)) involving the applicant from the 3 years prior to the date signed above, or, if there is no accident register data for this driver, check here: <input type="checkbox"/>				
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Please provide information concerning any other accidents involving the applicant that were reported to government agencies or insurers or retained under internal company policies (per fmcsr 391.23)				
Signature		Title	Date	

SAFETY PERFORMANCE HISTORY RECORDS REQUEST CONTINUED

Section 3		To be Completed by Previous Employer	
<p>If the applicant was NOT subject to DOT testing requirements while employed by you please check here <input type="checkbox"/></p> <p>fill in the dates of employment, complete the bottom of Section 3 sign, and return. M/Y _____ to M/Y _____</p>			
Has this person had an alcohol test with a result of 0.04 or higher?		Yes	No
Has this person tested positive, adulterated or substituted a test specimen for controlled substances?		Yes	No
Has this person refused to submit to a post accident, random, reasonable suspicion or follow up controlled substance test?		Yes	No
Has this person committed other violations of Subpart B of Part 382 or Part 40?		Yes	No
If this person has violated a DOT drug & alcohol regulation did this person complete a SAP prescribed rehabilitation program in your employ, including return-to-duty and follow-up tests? If yes, please send documentation with this form.		Yes	No N/A
For a driver who successfully complete a SAP's rehabilitation referral and remained in your employ, did this driver subsequently have an alcohol test result of 0.04 or greater, a verified positive drug test, or refuse to be tested?		Yes	No N/A
In answering these questions, include any required DOT drug or alcohol testing information obtained from prior previous employers in the previous 3 years prior to the application date shown in Section 1.			
Previous Employer Representative Name (Print)		Previous Employer Company	
Phone			
Address (Street, City, State, Zip)			
Signature		Date	

Section 4		To be Completed by Prospective Employer	
1. This form was	Faxed	Mailed	Other
By (sign)		On (Date)	
2. This form was	Faxed	Mailed	Other
By (sign)		On (Date)	
3. This form was	Faxed	Mailed	Other
By (sign)		On (Date)	
Information was received: On: (Date) _____	By Fax	By Mail	By Other



General Consent for Limited Queries

of the Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Clearinghouse

I, (driver name) _____, hereby provide consent to
(employer name) BLESSED LIMOUSINE INC.
to conduct a limited query of the FMCSA Commercial Driver's License Drug and Alcohol Clearinghouse
(Clearinghouse) to determine whether drug or alcohol violation information about me exists in the Clearinghouse.

This shall include consent of initial inquiry, as well as annual queries (if applicable) required by FMCSA
for the duration of my employment.

I understand that if a limited query conducted by
(employer name) BLESSED LIMOUSINE INC. indicates that drug or alcohol violation information about me exists in
the
Clearinghouse, FMCSA will not disclose that information to (employer name) BLESSED LIMOUSINE INC. without
obtaining additional specific consent from me.

I further understand that if I refuse to provide consent for (employer name) BLESSED LIMOUSINE INC. to conduct
a limited query of the Clearinghouse, (employer name) BLESSED LIMOUSINE INC. must prohibit me from
performing safety-sensitive functions, including driving a commercial motor vehicle, as required by FMCSA's drug and
alcohol program regulations.

Employee Signature _____ (date) _____



HOURS OF SERVICE RECORD (7 DAY SHEET)

FOR FIRST TIME OR INTERMITTENT DRIVERS

On the first day you drive, you must fill out this form to record all work from the previous week done for direct or indirect compensation.

Name:	Employee ID#:	Location:
-------	---------------	-----------

Date	Total Time on Duty	Time Relieved from duty
(7 days ago)		not applicable
(6 days ago)		not applicable
(5 days ago)		not applicable
(4 days ago)		not applicable
(3 days ago)		not applicable
(2 days ago)		not applicable
(Yesterday)		
(Today's Date)		not applicable

I hereby certify that the information contained hereon is true and to the best of my knowledge and belief, and that my last period of release from duty was:		
From (Date)	To (Date)	
Signature	Date	Time

C1



DRIVER HIRING ROAD TEST

PART A – TEST

Drivers Name	Phone Number
Address	City, State Zip
Rating of Performance	
	The pre-trip inspection (as required by Sec. 392.7)
	Coupling and uncoupling of combination units, if the equipment he or she may drive includes combination units
	Placing the equipment in operation
	Use of vehicle's controls and emergency equipment
	Operating the vehicle in traffic and while passing other vehicles
	Turning the vehicle
	Braking and slowing the vehicle by means other than braking
	Backing and parking the vehicle
Other: Explain:	
of Equipment used in giving test	
Examiners Signature	Date

PART B - CERTIFICATION OF ROAD TEST

Driver's Name	Social Security Number
License Number	State
Type of Power Unit	Type of Trailer
If a passenger carrier, type of bus	
This is to certify that the above-named driver was given a road test under my supervision on _____ (date) consisting of approximately _____ miles of driving. It is my considered opinion that this driver possessed sufficient driving to operate safety in the type of commercial motor vehicle listed above.	Signature of Examiner
	Title
	Organization and Address of Examiner

D1



ANNUAL REVIEW OF DRIVING RECORD

PART A – CERTIFICATION OF VIOLATIONS

Driver Name _____

MOTOR CARRIER INSTRUCTIONS: The Company is required by the DOT to perform an **annual** records check, to ensure the company is aware of any and all traffic violations committed by its drivers, including those in a private auto as well as any in a Commercial Motor Vehicle.

Please list on the following lines all violations of motor vehicle traffic laws and ordinances (other than violations for parking only) of which you have been convicted, or on account of which you have forfeited bond or collateral during the last 12 months. (Per FMCSR 391.27)

I certify that the following is a true and complete list of traffic violations required to be listed for which I have been convicted or forfeited bond or collateral during the past 12 months.

Date	Offense	Location	Type of Vehicle Operated

If no violations are listed above, I certify that I have not been convicted or forfeited bond or collateral on account of any violation (other than those I have provided under Part 383) required to be listed during the past 12 months.

Driver's license #: _____ State: _____ Exp. Date: _____

Change of Address:

If you have moved in the last 12 months, provide your new address here _____

Drivers Signature _____ Today's Date _____

PART B – MVR (Attach MVR to form)

PART C – CARRIER'S ANNUAL REVIEW

Carrier's annual review of driving record and certification of continued qualification as required by FMCSR 391.25(c)(2) This day I have reviewed the driving record of the above named driver in accordance with 391.25 of the FMCSRs. I considered any evidence that the driver has violated applicable provisions of the FMCSRs and the HMRs (if applicable). I considered the driver's accident record and any evidence that he/she has violated any laws governing the operation of motor vehicles, and gave great weight to violations, such as speeding, reckless driving, and operation while under the influence of alcohol or controlled substances, that indicate the driver has exhibited a disregard for the safety of the public. Having done so, I find that:

- The driver meets the minimum requirements for safe driving, or
- The driver is disqualified to drive a CMV pursuant to 391.15., or
- This driver is disqualified to drive a CMV pursuant to company policy

Carrier's Name BLESSED LIMOUSINE INC.	Carrier's Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057	
Reviewed by:	Title	Date

E1



I

Blessed Limousine Driver List

Driver First Name	Driver Last Name	Date of Birth (MM/DD/YYYY)	License #	License State	CDL exp date	Phone Number	Hire Date	DOT Card exp.	Term Date
Clussie	Bagby	8/27/1960	[REDACTED]	WA	27-Aug-21	(206) 579-5911	6/1/2004	4/12/2020	NA
Deryl	Roberts	5/19/1965	[REDACTED]	WA	19-May-22	206 261 4647	4/20/2019	8/12/2021	NA

5



A COMPANY IN MOTION
DRIVING YOUR BUSINESS FORWARD

Client Code: 0000116710

Company: Blessed Limousine INC
Attention: Clussie Bagby
Address: 15 S Grady Way
Renton, WA 98057


Blessed Limousine INC has enrolled in Foley Services Driver Qualification File Creation / Maintenance Program and Foley's MVR Monitoring Program. Processes for Driver Qualification File Creation / Maintenance is as follows:

- Foley provides the appropriate forms/paperwork to set up and maintain compliant Driver Qualification Files.
- Drivers will be required to complete the required paperwork upon being hired in order to ensure that the file is completed within 30 days of an individual beginning employment.
 - Process of Driver Qualification File Set-Up
 - a. Driver will go on-line to www.foleyservices.com/ISP to fill out the Initial Screen Pak paperwork which includes the following:
 - 1) DOT Employment Application consisting of at least 3 years of employment with no gaps in time.
 - 2) Disclosure & Release authorizing Foley Services to run MVRs and conduct any needed Safety Performance History Investigations.
 - 3) Individual Safety Performance History Investigation authorization forms for all safety-sensitive employers within the past 3 years.
- Annual MVRs will automatically run every 12 months.
- Foley's client web portal offers a comprehensive "alert" system in which anytime action is required (i.e. a medical card or license is about to expire) the client will be alerted via email and on their own web portal.

Processes for Foley's MVR Program is as follows:

- We will contact Foley every 90 days to have MVRs run on both drivers.
- Prior to contacting Foley, we will ensure that they have the following information in order to run driver MVRs:
 - Disclosures
 - License information
 - Affidavits (if from a state that requires an additional affidavit, such as Washington)
- Once the MVRs are run, we will download them from our Foley Portal.

Foley DQ File Portal of driver Clussie Bagby


Clussie Bagby
 Mon 5/11/2020 7:23 PM
 To: Clussie Bagby



- [Dashboard](#)
- [Employees](#)
- [Manage Programs](#)
- [Reports](#)
- [Account Settings](#)

Select Company: Blessed Limousine INC (0000116710)

DRIVER FILES > CLUSSIE BAGBY
 Clussie Bagby

Current Files		Download ZIP		
DAT	DQF	SPH	My Docs	All Files
<input checked="" type="checkbox"/>			Driver's License (Personal)	EXPIRES 08/27/2021
<input checked="" type="checkbox"/>			Medical Examiner's Certificate	EXPIRES 12/04/2020
<input checked="" type="checkbox"/>			Driver's License (Commercial)	EXPIRES 08/27/2021
<input type="checkbox"/>			Receipt of Driver's Rights	SUBMITTED 04/17/2020
<input type="checkbox"/>			eISP Driver File Application	SUBMITTED 04/17/2020
<input type="checkbox"/>			eISP Disclosures & Authorizations	SIGNED 04/17/2020
<input type="checkbox"/>			Application for Employment	SUBMITTED 04/17/2020

File Preview Download
Driver's License (Personal)
 Added: 04/01/2020
 Expires: 08/27/2021
 State/Number: WA - XXXXXXXXXX

Blessed
 Transpo
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 15 S.
 Grady
 Way Ste
 634
 Renton,
 Washin
 gton
 98057
 Phone:
 206.57
 9.5911
 Fax:
 206.27
 4.6252

Upload New File

Document

Description

Corporate Compliance Consultant

FOLEY

140 Huyshope Ave, Second Floor, Hartford, CT 06106

Office: 860.815.0346 | Christina.Moore@foleyservices.com

www.foleyservices.com | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [our blog](#)

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EMPLOYMENT RECORD Applicant must include 10 years of any/all employment.
Begin with your most recent employer and work back until 10 years are included.

Employer <i>Blessed Limousine</i>	From (M/Y) <i>6-04</i>	To (M/Y) <i>1-20</i>	Reason for Leaving <i>Currently Here</i>
Address <i>15 S Grady Way Renton WA</i>	Phone <i>206 579-5911</i>		Position <i>Driver</i>
Were you subject to the FMCSRs while employed?			<input checked="" type="radio"/> Yes <input type="radio"/> No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			<input checked="" type="radio"/> Yes <input type="radio"/> No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No
Employer	From (M/Y)	To (M/Y)	Reason for Leaving
Address	Phone		Position
Were you subject to the FMCSRs while employed?			Yes No
Was your job designated as a safety sensitive function in any DOT regulated mode subject to the drug & alcohol testing requirements of 49 CFR part 40?			Yes No

DECLARATION OF EMPLOYMENT STATUS (GAPS IN HISTORY)

If you were driving a CMV, you must provide complete employment history for the past 10 years.

Any gaps in employment longer than 1 month are explained as follows:

Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No
Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No
Activity During Break	From (M/Y)	To (M/Y)	
In Addition, I was not employed by any company or individual			Yes No



TO BE READ AND SIGNED BY APPLICANT

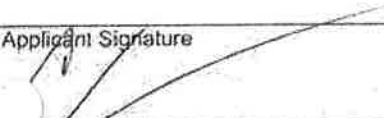
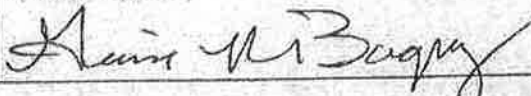
I authorize you, BLESSED LIMOUSINE INC., to make such investigations and inquiries of my personal, employment, financial or medical history and other related matters as may be necessary in arriving at an employment decision. (Generally inquiries regarding medical history will be made only if and after a conditional offer of employment has been extended.) I hereby release employers, schools, health care providers and other persons from all liability in responding to inquiries and releasing information in connection with my application.

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I understand information I provide regarding current and/or previous employers may be used, and those employers will be contacted, for the purpose of investigating my safety performance history as required by 49 CFR 391.23 (d) and (e). I understand that I have the right to:

- Review information provided by the previous employers;
- Have errors in the information corrected by previous employers and for those previous employers to re-send the corrected information to the prospective employer; and
- Have a rebuttal statement attached to the alleged erroneous information, if the previous employer(s) and I cannot agree on the accuracy of the information.

This certifies this application was completed by me, and that all entries on it and information in it are true and complete to the best of my knowledge.

Applicant Signature 	Date CB 1-3-2020 1-3-2020
Print Name Clussie Bagby	
Employer Witness Print Name Genise R. Bagby	
Witness Signature 	Date Jan 3, 2020



BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - Suite 634 - RENTON, WA 98057
TEL. 206-579-5911

Date: 6 January 2020

I, Clussie Bagby, am the owner of the small business known as Blessed Limousine.

I have been engaged in this business for more than 10 years.

I understand the FMCSR requires a Driver Job Application.

I have completed the application.

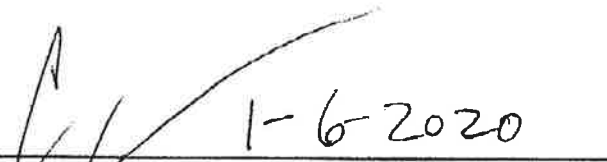
I can verify my job history; I have been here more than 10 years.

There MIGHT be some question; the business has only been recognized by the DOT for a shorter period of time than that; this is the explanation:

- I had a business involving town cars and other vehicles that were regulated by the state of Washington
- I only recently became involved in operating vehicles that were subject to the FMCSRs.

If there is any question regarding this

Verification of previous employment for driver Clussie Bagby, I can be reached at the above number.


1-6-2020

Clussie Bagby, (Driver and business owner)

Clussie Bagby – verification of previous employment

Driver Information

DLN: [REDACTED]
Last: BAGBY
First: CLUSSIE
Middle:
Suffix: JR
DOB: 08/27/1960
Gender: MALE

Address Information

Address on file

License and ID Details

Enhanced Driver License:
Status: Licensed
Issue: 10/03/2016
Expire: 08/27/2021
Original issue: 07/12/2001

Enhanced CDL Class B:

Status: Licensed
Type: Duplicate
Issue: 11/07/2018
Expire: 08/27/2021
Original issue: 11/18/2016
Self-certification: Non-Excepted Intrastate
Self-certification date: 10/03/2016
Medical certification:
Medical certification date:

Restrictions

Description	Lic type	Code
No Class A Passenger Vehicle	CDLB	M
Non-Excepted Intrastate	CDL	K

Endorsements

Description	Code
Passenger	P
School Bus	S

Reinstatements

Requirement
No requirements

DLN History

N	Start	End
[REDACTED]	11/07/2018	
[REDACTED]	07/12/2001	11/07/2018

Tickets

Description: 9B - Reg Plate Vio Violation date: 11/08/2016 Violation #: 6Z0950590	Finding date: 11/28/2016 Finding: Guilty Court name: Seattle Municipal Court	Statute: 46.16A.030 Electronic ticket: No	CMV: No Hazmat: No Fatality: No No test: Exempt veh: No Mental health: No 16 Passenger: No Pass under 16: No Amended ACD: No
Description: 9B - Reg Plate Vio Violation date: 02/06/2016 Violation #: 6Z0275404	Finding date: 03/14/2016 Finding: Guilty Court name: Seattle Municipal Court	Statute: 46.16A.030 Electronic ticket: No	CMV: No Hazmat: No Fatality: No No test: Exempt veh: No Mental health: No 16 Passenger: No Pass under 16: No Amended ACD: No

Tickets

Description: B74 - Fail To Show Insurance Certification	Finding date: 01/13/2016	Statute: 46.30.020	CMV: No
Violation date: 06/07/2015	Finding: Guilty	Electronic ticket: No	Hazmat: No
Violation #: 5Z0670131	Court name: King County District Court		Fatality: No
			No test:
			Exempt veh: No
			Mental health: No
			16 Passenger: No
			Pass under 16: No
			Amended ACD: No

Collisions

Accident date	Vehicle Action	Report number	Insured	# of vehicles	# of injured	# of fatalities	Veh class	Jur	CMV	Haz	Fata lity	16+ Pass	Note
05/13/2017	Moving	3773640W		2	0	0			No	No	No	No	

ANNUAL REVIEW OF DRIVING RECORD

PART A - CERTIFICATION OF VIOLATIONS

Driver Name Clossie Bagby

MOTOR CARRIER INSTRUCTIONS: The Company is required by the DOT to perform an annual records check, to ensure the company is aware of any and all traffic violations committed by its drivers, including those in a private auto as well as any in a Commercial Motor Vehicle.

Please list on the following lines all violations of motor vehicle traffic laws and ordinances (other than violations for parking only) of which you have been convicted, or on account of which you have forfeited bond or collateral during the last 12 months. (Per FMCSR 391.27)

I certify that the following is a true and complete list of traffic violations required to be listed for which I have been convicted or forfeited bond or collateral during the past 12 months.

Date	Offense	Location	Type of Vehicle Operated
	OLD SUSPENSION WAS DISCOVERED	IN	OCTOBER 2019

If no violations are listed above, I certify that I have not been convicted or forfeited bond or collateral on account of any violation (other than those I have provided under Part 383) required to be listed during the past 12 months.

Driver's license #: [REDACTED] State: WA Exp. Date: 08-27-2021

Change of Address: [REDACTED]
If you have moved in the last 12 months, provide your new address here

Drivers Signature [Signature] Today's Date 1-3-2020

PART B - MVR (Attach MVR to form)

PART C - CARRIER'S ANNUAL REVIEW

Carrier's annual review of driving record and certification of continued qualification as required by FMCSR 391.25(c)(2) This day I have reviewed the driving record of the above named driver in accordance with 391.25 of the FMCSRs. I considered any evidence that the driver has violated applicable provisions of the FMCSRs and the HMRs (if applicable). I considered the driver's accident record and any evidence that he/she has violated any laws governing the operation of motor vehicles, and gave great weight to violations, such as speeding, reckless driving, and operation while under the influence of alcohol or controlled substances, that indicate the driver has exhibited a disregard for the safety of the public. Having done so, I find that:

- The driver meets the minimum requirements for safe driving, or
- The driver is disqualified to drive a CMV pursuant to 391.15., or
- This driver is disqualified to drive a CMV pursuant to company policy

Carrier's Name BLESSED LIMOUSINE INC.	Carrier's Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057
Reviewed by: <u>[Signature]</u>	Title <u>Vice President</u> Date <u>1/3/20</u>

E1



REPORT NUMBER 417371
REPORT TO DOT Compliance Help, Inc (460722)
1220 15th Avenue
Rockford, IL 61104
Phone: 847-836-6063
Fax: 480-287-8058

REPORT DATE 01-03-2020
ORDER DATE 01-03-2020 Kimberly Gurga
REFERENCE CBBLESSEDLIMO
TYPE Driving Record

Application information

APPLICANT BAGBY, CLUSSIE SSN - DOB 08-27-1960
DRIVERS WA - [REDACTED] LICENSE PHONE NUMBER -
ADDRESS(ES) 15 S GRADY WAY CITY / STATE / ZIP RENTON, WA 98057

Credentials

Driving Record

RESULTS License Found With Records

STATE OF ISSUE Washington

SEARCH DATE 01-03-2020 2:23 PM MST

LICENSE NUMBER [REDACTED]

License Number: [REDACTED]
License State: WA
History Length: EMP
Full Name: BAGBY, CLUSSIE
DOB: 1960-08-27
Gender: Male

License Info

Status: VALID
License Type: Personal
Class: D
Class Description: CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
Expiration Date: 2021-08-27
Issue Date: 2019-12-16
Original Issue Date: 2001-07-12
Restriction: NO CLASS A PASSENGER VEHICLE

License Info

Status: VALID
License Type: Commercial
Class: B
Class Description: CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE < 10K LBS.
Expiration Date: 2021-08-27
Issue Date: 2019-12-16
Original Issue Date: 2016-11-18
Endorsement: PASSENGER TRANSPORTATION

Endorsement: SCHOOL BUS

Other License Info

Misc: Duplicate

Medical Certificate

Status: CERTIFIED
Issue Date: 2018-12-04
Expiration Date: 2020-12-04

Examiner

Name: ARLENE DORROUGH
License No: PA10004920
License Jurisdiction: WA
Registration Number: 2485232375
Phone Number: 4252913300
Specialty: PA

Self Certification

Description: NON EXCEPTED INTERSTATE

Messages

DRIVER HISTORY:

DL NUMBER: [REDACTED]

COMMENCE DATE: 7/12/2001

CEASE DATE: 11/7/2018

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 3/5/2019 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE <
10K LBS.

ISSUED: 3/5/2019 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 11/7/2018 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE <

10K LBS.

ISSUED: 11/7/2018 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 11/18/2016 EXPIRES: 8/27/2021

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE <
10K LBS.

ISSUED: 11/18/2016 EXPIRES: 8/27/2021

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 10/3/2016 EXPIRES: 8/27/2021

ISSUE TYPE: REPLACEMENT

DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 8/16/2016 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 5/9/2016 EXPIRES: 8/27/2021

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 10/14/2015 EXPIRES: 8/27/2021

ISSUE TYPE: RENEWAL

DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 4/21/2014 EXPIRES: 8/27/2015

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 11/26/2012 EXPIRES: 8/27/2015

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: DRIVER_LICENSE

PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 5/14/2012 EXPIRES: 8/27/2015
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 3/19/2012 EXPIRES: 8/27/2015
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 3/2/2011 EXPIRES: 8/27/2015
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 9/2/2010 EXPIRES: 8/27/2015
ISSUE TYPE: RENEWAL
DOCUMENT TYPE: DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 7/25/2008 EXPIRES: 8/27/2010
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: DRIVER_LICENSE
MEDICAL CERTIFICATION DOWNGRADED: 12/5/2020

VIOLATION

Incident Date: 2018-08-29
Conviction Date: 2018-12-06
State: WA
Docket: 8Z0904027
Court: King County District Court
Description: IMPROPER LANE à?? RESTRICTED LANE
State Code: M49
ACD: M49
COURT FINDING: COMMTD
ELECTRONIC TICKET: TRUE

ACCIDENT

Incident Date: 2017-05-13
State: WA
Docket: 3773640W
Description: *** ACCIDENT ***

INJURIES: 0 FATALITIES: 0 VEHICLES: 2
DESCRIPTION: MOVING

VIOLATION

Incident Date: 2016-11-08
Conviction Date: 2016-11-28
State: WA
Docket: 6Z0950590
Court: Seattle Municipal Court
Description: REG PLATE VIO
State Code: 9B
ACD: D20
COURT FINDING: GUILTY

VIOLATION

Incident Date: 2016-02-06
Conviction Date: 2016-03-14
State: WA
Docket: 6Z0275404
Court: Seattle Municipal Court
Description: REG PLATE VIO
State Code: 9B
ACD: D20
COURT FINDING: GUILTY

OUT OF STATE VIOLATION

Incident Date: 2015-11-25
Conviction Date: 2019-10-14
State: NV
Docket: LVM0079807
Court: Nevada
Description: IMPROPER OR ERRATIC LANE CHANGES
State Code: M42
ACD: M42
COURT FINDING: GUILTY

VIOLATION

Incident Date: 2015-06-07
Conviction Date: 2016-01-13
State: WA
Docket: 5Z0670131
Court: King County District Court
Description: FAIL TO SHOW INSURANCE CERTIFICATION
State Code: B74
ACD: B74
COURT FINDING: GUILTY

ACCIDENT

Incident Date: 2015-05-30
State: WA
Docket: 3642534W
Description: *** ACCIDENT ***
INJURIES: 0 FATALITIES: 0 VEHICLES: 2
DESCRIPTION: MOVING

OUT OF STATE VIOLATION

Incident Date: 2014-11-02
Conviction Date: 2015-03-18
State: OR
Docket: 2062503584
Court: Oregon
Description: DRIVING WHILE LICENSE SUSPENDED
State Code: B26
ACD: B26
COURT FINDING: GUILTY

VIOLATION

Incident Date: 2014-09-30
Conviction Date: 2015-04-02
State: WA
Docket: 12877763
Court: Seattle Municipal Court
Description: REG PLATE VIO
State Code: 9B
ACD: D20
COURT FINDING: GUILTY

SUSPENSION

Description: SUSPENSION 3RD DEGREE
Incident Date: 2018-09-04
Ordered Date: 09/04/2018
Mail Date: 2018-09-04
Start Date: 2018-10-21
Thru Date: 2018-10-22
End Date: 2018-10-22
State: WA
Docket: 0000364147
Description: FAILED TO PAY CHILD SUPPORT
State Code: 46.20.291.8
ACD: D51

SUSPENSION

Description:

SUSPENSION 3RD DEGREE

Incident Date: 2018-08-29
Ordered Date: 08/29/2018
Mail Date: 2018-08-29
Start Date: 2019-01-23
Thru Date: 2019-03-05
End Date: 2019-03-05
State: WA
Docket: 8Z0904027
Description: FAILED TO ANSWER CITATION
State Code: 46.64.025
ACD: D56

SUSPENSION

Description: SUSPENSION 3RD DEGREE
Incident Date: 2017-03-08
Ordered Date: 03/08/2017
Mail Date: 2017-03-08
Start Date: 2019-09-18
Thru Date: 2019-12-11
End Date: 2019-12-11
State: WA
Docket: WR02820
Description: FAILED TO APPEAR FOR TRIAL OR COURT
ACD: D45

SUSPENSION

Description: SUSPENSION 3RD DEGREE
Incident Date: 2016-07-25
Ordered Date: 07/25/2016
Mail Date: 2016-07-25
Start Date: 2016-07-25
Thru Date: 2016-07-25
End Date: 2016-07-25
State: WA
Docket: 0000201637
Description: FAILED TO PAY CHILD SUPPORT
State Code: 46.20.291.8
ACD: D51

SUSPENSION

Description: SUSPENSION 3RD DEGREE
Incident Date: 2016-05-11
Ordered Date: 05/11/2016
Mail Date: 2016-05-11
Start Date: 2016-06-30
Thru Date: 2016-08-11

End Date: 2016-08-11
State: WA
Docket: 14VI84711
Description: FAILED TO PAY FINE AND COSTS
State Code: 46.64.025
ACD: D53

WARNING: Confidential Information - To Be Used As Per State And Federal Laws. Misuse May Result In A Criminal Prosecution.

Disclaimer

This report is furnished to you pursuant to the Agreement for Service between the parties and in compliance with the Fair Credit Reporting Act. This report is furnished based upon your certification that you have a permissible purpose to obtain the report. The information contained herein was obtained in good faith from sources deemed reliable, but the completeness or accuracy is not guaranteed.

***** End Of Report *****

WA USA **WASHINGTON**

**ENHANCED COMMERCIAL
DRIVER LICENSE**



4d LIC# [REDACTED]

9 CLASS B

1 BAGBY

2 CLUSSIE, JR

3 DOB 08/27/1960

4a ISS 12/16/2019

8 6210 S 249TH ST APT E202
KENT WA 98032-4242

15 SEX M

18 EYES BRO

16 HGT 6'-02"

17 WGT 240 lb

12 RESTRICTIONS
M

9a END PS

4b EXP 08/27/2021

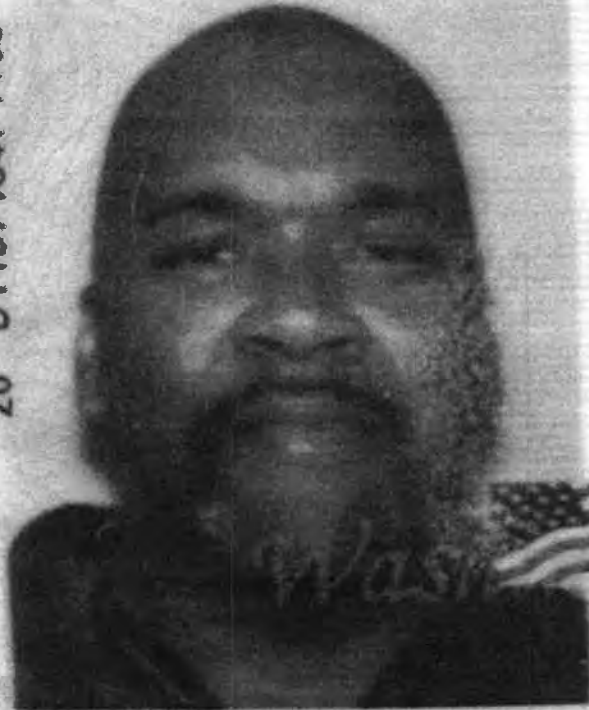
5 DD [REDACTED]

WA
USA

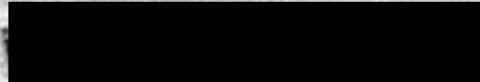
WASHINGTON

**ENHANCED COMMERCIAL
DRIVER LICENSE**

20 D1107184F1103



4d LIC#



9 CLASS B

1 BAGBY

2 CLUSSIE, JR

3 DOB 08/27/1960

4a ISS 11/07/2018

8 3932 62ND AVENUE CT E
FIFE WA 98424-2363

15 SEX M

18 EYES BRO

16 HGT 6'-02"

17 WGT 260 lb

12 RESTRICTIONS

9a END PS

KM

4b EXP 08/27/2021



[Handwritten signature]

5 DD



REV 09/04/2018

Public Burden Statement

A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 3126-0006. Public reporting for this collection of information is estimated to average approximately 1 minute per response, including the time for reviewing instructions, gathering the data needed, and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Office, Federal Motor Carrier Safety Administration, MC-RSA, 1200 New Jersey Avenue, SE, Washington, DC, 20590.

U.S. Department of Transportation
Federal Motor Carrier
Safety Administration

Medical Examiner's Certificate
(For Commercial Driver Medical Certification)

I certify that I have examined **Last Name: BAGBY JR** **First Name: CLUSSIE** in accordance with *(please check only one)*

the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when *(check all that apply)* OR
 the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) with any applicable State variances (which will only be valid for intrastate operations), and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when *(check all that apply)*

- wearing corrective lenses
- Accompanied by a _____ waiver/exemption
- Driving within an exempt intrastate zone (49 CFR 391.63) (Federal)
- Wearing hearing aid
- Accompanied by a Skill Performance Evaluation (SPE) Certificate
- Qualified by operation of 49 CFR 391.64 (Federal)
- Grandfathered from State requirements (State)

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form, MCSA-5875, with any attachments embodies my findings completely and correctly, and is on file in my office.

Medical Examiner's Certificate Expiration Date
12/4/2020

Medical Examiner's Signature

Arlene Dorrough

Medical Examiner's Name (please print or type)

Arlene Dorrough

Medical Examiner's State License, Certificate, or Registration Number

PA10004920

Medical Examiner's Telephone Number

(425) 291-3300

Date Certificate Signed

12/4/2018

- MD
- Physician Assistant
- Advanced Practice Nurse
- DO
- Chiropractor
- Other Practitioner (print title)

Issuing State

WA

National Registry Number

2485232375

Driver's Signature

[Signature]

Driver's License Number

Issuing State/Province

WA

Driver's Address

Street Address: **3932 62ND AVE CT E**

City: **FIFE**

State/Province: **WA**

Zip Code: **98424**

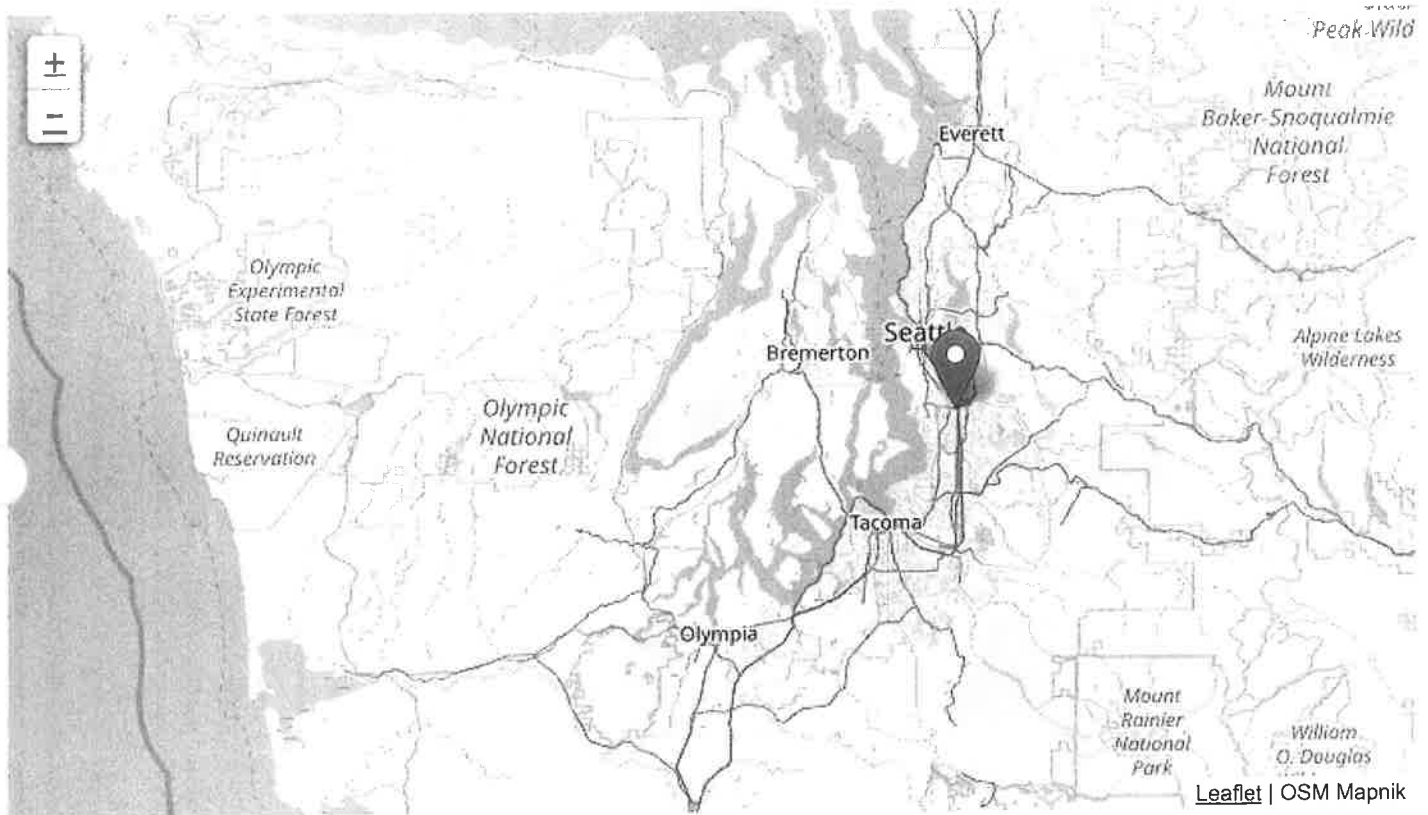
CDL/CDL Applicant/Holder

Yes No

This document contains sensitive information and is for official use only. Improper handling of this information could negatively affect individuals. Handle and secure this information appropriately to prevent inadvertent disclosure by keeping the documents under the control of authorized persons. Properly dispose of this document when no longer required to be maintained by regulatory requirements.



National Registry of Certified Medical Examiners Search



Leaflet | OSM Mapnik

Ms. Arlene E Dorrough Physician Assistant

AFC Urgent Care
18012 W. Valley Hwy.
Suite #101
Kent, WA 98032
(425) 291-3300

National Registry Number: 2485232375

Certification Date: 11/12/13

Submit Feedback >

k

APPLICATION FOR EMPLOYMENT

ME Deey L Roberts
 (FIRST) (MIDDLE) (Maiden Name, if any) (LAST)

ADDRESS 5012 S. Fletcher Seattle WA 98118 HOW LONG? 10 years
 (STREET) (CITY) (STATE & ZIP CODE)

DATE OF BIRTH 05-19-1965 SOCIAL SECURITY NO. [REDACTED]-8946 HIRE DATE _____

TELEPHONE NUMBER 206-261-4647 E-MAIL ADDRESS _____

PREVIOUS THREE YEARS RESIDENCY

 (STREET) (CITY) (STATE & ZIP CODE) # YEARS _____

 (STREET) (CITY) (STATE & ZIP CODE) # YEARS _____

 (STREET) (CITY) (STATE & ZIP CODE) # YEARS _____

(ATTACH SHEET IF MORE SPACE IS NEEDED)

LICENSE INFORMATION

Section 383.21 FMCSR states "No person who operates a commercial motor vehicle shall at any time have more than one driver's license". I certify that I do not have more than one motor vehicle license, the information for which is listed below.

STATE	LICENSE NO.	TYPE	EXPIRATION DATE
WA	[REDACTED]	CDL B	5/19/2022

DRIVING EXPERIENCE

CLASS OF EQUIPMENT	TYPE OF EQUIPMENT (VAN, TANK, FLAT, ETC.)	DATES FROM TO	APPROX. NO. OF MILES (TOTAL)
STRAIGHT TRUCK BUS	Metro Bus - chartered	Sept 2017	20,000 miles 1,000
TRACTOR AND SEMITRAILER			
TRACTOR - TWO TRAILERS			
TRACTOR - TWO TRAILERS OTHER			

ACCIDENT RECORD FOR PAST 3 YEARS OR MORE (ATTACH SHET IF MORE SPACE IS NEEDED)

DATES	NATURE OF ACCIDENT (HEAD-ON, REAR-END, UPSET, ETC.)	NUMBER FATALITIES	NUMBER INJURIES	CHEMICAL SPILLS
	N/A			NO YES
				NO YES
				NO YES

TRAFFIC CONVICTIONS AND FORFEITURES FOR THE PAST 3 YEARS (OTHER THAN PARKING VIOLATIONS)

VIO # 14A

Roberts P1

DATE CONVICTED (month/year)	VIOLATION	STATE OF VIOLATION LOCATION	PENALTY (forfeited bond, collateral and/or points)
	N/A		

(ATTACH SHEET IF MORE SPACE IS NEEDED)

A. Have you ever been denied a license, permit or privilege to operate a motor vehicle? YES ___ NO X

If yes, explain N/A

B. Has any license, permit or privilege ever been suspended or revoked? YES ___ NO X

If yes, explain N/A

EMPLOYMENT RECORD (ATTACH SHEET IF MORE SPACE IS NEEDED)

Applicants that desire to drive in intrastate/interstate commerce must provide the following information on all employers during the previous three years. You must give the same information for all employers you have driven a commercial motor vehicle for the seven years prior to the initial three years (total of ten years employment record).

Must list the complete mailing address: street number and name, city, state and zip code.

LAST EMPLOYER: NAME King County METRO

ADDRESS 2015 F JACKSON PHONE (206) 477-0193

POSITION HELD DRIVER FROM May 2017 TO current SALARY \$27.58/hr

REASONS FOR LEAVING current

ANY GAPS IN EMPLOYMENT AND/OR UNEMPLOYMENT MUST BE EXPLAINED. INCLUDE DATES (MONTH/YEAR) AND REASON. N/A

Were you subject to the Federal Motor Carrier Safety Regulations (FMCSRs) while employed by the previous employer? Yes X No ___

Was the previous job position designated as a safety sensitive function in any DOT regulated mode, subject to alcohol and controlled substances testing requirements as required by 49 CFR Part 40? Yes X No ___

SECOND LAST EMPLOYER: NAME Blessed Limo

ADDRESS 15 S. GRADY WAY PHONE 206-579-5911

POSITION HELD DRIVER FROM JAN 2016 TO current SALARY \$20/hr

REASONS FOR LEAVING current

ANY GAPS IN EMPLOYMENT AND/OR UNEMPLOYMENT MUST BE EXPLAINED. INCLUDE DATES (MONTH/YEAR) AND REASON. N/A

Were you subject to the Federal Motor Carrier Safety Regulations (FMCSRs) while employed by the previous employer? Yes X No ___

Was the previous job position designated as a safety sensitive function in any DOT regulated mode, subject to alcohol and controlled substances testing requirements as required by 49 CFR Part 40?

Yes X No X

V/O #14 A

Roberts 92

THIRD LAST EMPLOYER: NAME The Boeing Co.
ADDRESS Chicago PHONE 1888-476-2016
POSITION HELD Painter FROM Aug 96 TO Jun 2016 SALARY #34
REASONS FOR LEAVING Difference in opinion
ANY GAPS IN EMPLOYMENT AND/OR UNEMPLOYMENT MUST BE EXPLAINED. INCLUDE DATES (MONTH/YEAR) AND REASON. N/A

Were you subject to the Federal Motor Carrier Safety Regulations (FMCSRs) while employed by the previous employer? Yes ___ No X

Was the previous job position designated as a safety sensitive function in any DOT regulated mode, subject to alcohol and controlled substances testing requirements as required by 49 CFR Part 40? Yes ___ No X

TO BE READ AND SIGNED BY APPLICANT

I authorize you to make sure investigations and inquiries to my personal, employment, financial or medical history and other related matters as may be necessary in arriving at an employment decision. (Generally, inquiries regarding medical history will be made only if and after a conditional offer of employment has been extended.) I hereby release employers, schools, health care providers and other persons from all liability in responding to inquiries and releasing information in connection with my application.

NOV, 22 2019
DATE

[Signature]
APPLICANT'S SIGNATURE

In the event of employment, I understand that false or misleading information given in my application or interview(s) may result in is charge. I understand, also, that I am required to abide by all rules and regulations of the Company.

"I understand that information I provide regarding current and/or previous employers may be used, and those employer(s) will be contacted, for the purpose of investigating my safety performance history as required by 49 CFR 391.23(d) and (e). I understand that I have the right to:

- Review information provided by current/previous employers;
- Have errors in the information corrected by previous employers and for those previous employers to resend the corrected information to the prospective employer; and
- Have a rebuttal statement attached to the alleged erroneous information, if the previous employer(s) and I cannot agree on the accuracy of the information."

11/22, 2019
DATE

[Signature]
APPLICANT'S SIGNATURE

This certifies that I completed this application, and that all entries on it and information in it are true and complete to the best of my knowledge.

U/O # 14d
Roberts P 3

FAIR CREDIT REPORTING ACT DISCLOSURE STATEMENT

By this document, [BLESSED LIMOUSINE INC.] discloses to you that a consumer report, including an investigative consumer report containing information as to your character, general reputation, personal characteristics and mode of living, may be obtained for employment purposes as part of the pre-employment background investigation and at any time during your employment. Should an investigative consumer report be requested, you will have the right to request a complete and accurate disclosure of the nature and scope of the investigation requested and a written summary of your rights under the Fair Credit Reporting Act. Please sign below to acknowledge the receipt of this disclosure.

Applicant Signature <i>Darryl Roberts</i>	Date <i>Feb. 11 2020</i>
Print Name <i>Darryl Roberts</i>	Social Security Number [REDACTED] <i>8946</i>
Employer Witness <i>Claudia Bagby</i>	Witness Title <i>MANAGER</i>



CERTIFICATION OF COMPLIANCE WITH DRIVER LICENSE REQUIREMENTS – PART 383

MOTOR CARRIER INSTRUCTIONS: The requirements in Part 383 apply to every driver who operates in intrastate, interstate, or foreign commerce and operates a vehicle weighing 26,001 pounds or more, can transport more than 15 people, or transports hazardous materials that require placarding.



The requirements in Part 391 apply to every driver who operates in interstate commerce and operates a vehicle weighing 10,001 pounds or more, can transport more than 15 people, or transports hazardous materials that require placarding.

DRIVER REQUIREMENTS: Parts 383 and 391 of the Federal Motor Carrier Safety Regulations contain some requirements that you as a driver must comply with. These requirements are in effect as of July 1, 1987. They are as follows:

1. You, as a commercial vehicle driver, may not possess more than one license.
2. If you currently have more than one license, you should keep the license from your state of residence, and return the additional licenses to the states that issued them. Destroying a license does not close the record in the state that issued it; you must notify the state. If a multiple license has been lost, stolen, or destroyed, you should close your record by notifying the state of issuance that you no longer want to be licensed by that state.
3. Sections 392.42 and 383.33 of the Federal Motor Carrier Safety Regulations require that you notify your employer the NEXT BUSINESS DAY of any revocation or suspension of your driver's license. In addition, Section 383.31 requires that any time you violate a state or local traffic law (other than parking), you must report it to your employing motor carrier and the state that issued your license within 30 days.

DRIVER CERTIFICATION: I certify that I have read and understand the above requirements.

The following license is the only one I will possess:

Driver License Number 	State WA	Expiration Date 5/19/2022
Driver Signature 	Date Feb 13, 2020	



CERTIFICATION OF ROAD TEST

Driver's Name DEYL ROBERTS

ocial Security Number [REDACTED]-8946

Operator's or Chauffeur's License Number [REDACTED]

State WASH

Type of Power Unit BUS - Charter

Type of Trailer(s) _____

If passenger carrier, type of bus Charter

This is to certify that the above-named driver was given a road test under my supervision on 4-6, 2019, consisting of approximately _____ miles of driving.

It is my considered opinion that this driver possesses sufficient driving skill to operate safely the type of commercial motor vehicle listed above.

[Signature]
(Signature of Examiner)

Manager
(Title)

S Grady Way Rusen
(Organization and Address of Examiner)

USDOT# 2822783
206-579-5911

BLESSED LIMOUSINE INC.

15 S GRADY WAY, STE. 634
RENTON, WA 98057

SAFETY PERFORMANCE HISTORY RECORDS REQUEST

Section 1 | To be Completed by Prospective Employee (APPLICANT)

I, (first, middle, last) Deryl Lynn Roberts Social Security Number [REDACTED]-8946 Date of Birth 05-19-65

Hereby Authorize (My Previous Employer): Blessed Limo

Address (Street) 15 S. Grady Way Phone 206-579-5911

Address (City, State, Zip) Renton WA 98057 Fax

To release and forward the information requested by sections 2 & 3 of this document including my Alcohol and Controlled Substance Testing records within the previous 3 years from (M/Y of employment dates) 5-6-2019 to Current

To My Prospective Employer BLESSED LIMOUSINE INC. Phone: 206-579-5911 Fax:

Attn: Safety Manager Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057

In compliance with §40.25(g) and 391.23(h), release of this information must be made in a written form that ensures confidentiality, such as fax, letter, or e-mail.

Applicant Signature [Signature] Date 2-13-2020

Section 2 | To be Sent to and Completed by the Previous Employer listed above

Did the applicant named above was employed by us Yes No

From M/Y 5-5-2019 To M/Y Present

Did he/she drive a motor vehicle for you? Yes No

If yes, what type? Straight Truck Tractor Trailer Other Charter Bus

Reason for leaving your employ Discharged Resignation Lay Off Military Duty

Accident History:

Complete the following for any accidents included on your accident register (§390.15(b)) involving the applicant from the 3 years prior to the date signed above, or, if there is no accident register data for this driver, check here:

Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
<u>NA</u>	<u>NA</u>		<u>NA</u>	

Please provide information concerning any other accidents involving the applicant that were reported to government agencies or insurers or retained under internal company policies (per fmcsr 391.23)

Signature [Signature] Title MANAGER Date 2-13-2020



SAFETY PERFORMANCE HISTORY RECORDS REQUEST CONTINUED

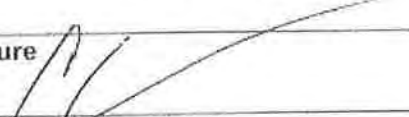
Section 3 To be Completed by Previous Employer

If the applicant was NOT subject to DOT testing requirements while employed by you please check here

fill in the dates of employment, complete the bottom of Section 3 sign, and return. M/Y 5-2020 to M/Y Present

Has this person had an alcohol test with a result of 0.04 or higher?	Yes	<input checked="" type="radio"/> No
Has this person tested positive, adulterated or substituted a test specimen for controlled substances?	Yes	<input checked="" type="radio"/> No
Has this person refused to submit to a post accident, random, reasonable suspicion or follow up controlled substance test?	Yes	<input checked="" type="radio"/> No
Has this person committed other violations of Subpart B of Part 382 or Part 40?	Yes	<input checked="" type="radio"/> No
If this person has violated a DOT drug & alcohol regulation did this person complete a SAP prescribed rehabilitation program in your employ, including return-to-duty and follow-up tests? If yes, please send documentation with this form.	Yes	No <input checked="" type="radio"/> N/A
For a driver who successfully complete a SAP's rehabilitation referral and remained in your employ, did this driver subsequently have an alcohol test result of 0.04 or greater, a verified positive drug test, or refuse to be tested?	Yes	No <input checked="" type="radio"/> N/A

In answering these questions, include any required DOT drug or alcohol testing information obtained from prior previous employers in the previous 3 years prior to the application date shown in Section 1.

Previous Employer Representative Name (Print)	Previous Employer Company
<u>Mussle Bagby</u>	
Phone	
Address (Street, City, State, Zip)	
Signature 	Date <u>2-13-2020</u>

Section 4 To be Completed by Prospective Employer

1. This form was	Faxed	Mailed	Other
By (sign)	On (Date)		
2. This form was	Faxed	Mailed	Other
By (sign)	On (Date)		
3. This form was	Faxed	Mailed	Other
By (sign)	On (Date)		
Information was received:	By Fax	By Mail	By Other
On: (Date) _____			



SAFETY PERFORMANCE HISTORY RECORDS REQUEST

Section 1 | To be Completed by Prospective Employee (APPLICANT)

I, (first, middle, last) Deryl Lynn Roberts		Social Security Number [REDACTED]-8946	Date of Birth 05-19-1965
Hereby Authorize (My Previous Employer) King County Metro			
Address (Street) 201 S. JACKSON		Phone 206-477-0193	
Address (City, State, Zip) SEATTLE WASH 98104		Fax 206 899-1546	
To release and forward the information requested by sections 2 & 3 of this document including my Alcohol and Controlled Substance Testing records within the previous 3 years from : (M/Y of employment dates) July 2018 to Current			
To My Prospective Employer BLESSED LIMOUSINE INC.		Phone: 206-579-5911	Fax:
Attn: Safety Manager		Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057	
In compliance with §40.25(g) and 391.23(h), release of this information must be made in a written form that ensures confidentiality, such as fax, letter, or e-mail.			
Applicant Signature <i>Deryl Roberts</i>		Date 2-13-2020	

Section 2 | To be Sent to and Completed by the Previous Employer listed above

Did applicant named above was employed by us		Yes	No	
From M/Y	To M/Y			
Did he/she drive a motor vehicle for you?		Yes	No	
If yes, what type?	Straight Truck <input type="checkbox"/>	Tractor Trailer <input type="checkbox"/>	Other _____	
Reason for leaving your employ	Discharged <input type="checkbox"/>	Resignation <input type="checkbox"/>	Lay Off <input type="checkbox"/> Military Duty <input type="checkbox"/>	
Accident History: Complete the following for any accidents included on your accident register (§390.15(b)) involving the applicant from the 3 years prior to the date signed above, or, if there is no accident register data for this driver, check here: <input type="checkbox"/>				
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Date	Location	No of Injuries	No of Fatalities	Hazmat Spill
Please provide information concerning any other accidents involving the applicant that were reported to government agencies or insurers or retained under internal company policies (per fmcscr 391.23)				
Signature		Title	Date	



SAFETY PERFORMANCE HISTORY RECORDS REQUEST CONTINUED

Section 3		To be Completed by Previous Employer	
<p>If the applicant was NOT subject to DOT testing requirements while employed by you please check here <input type="checkbox"/></p> <p>fill in the dates of employment, complete the bottom of Section 3 sign, and return. M/Y _____ to M/Y _____</p>			
Has this person had an alcohol test with a result of 0.04 or higher?		Yes	No
Has this person tested positive, adulterated or substituted a test specimen for controlled substances?		Yes	No
Has this person refused to submit to a post accident, random, reasonable suspicion or follow up controlled substance test?		Yes	No
Has this person committed other violations of Subpart B of Part 382 or Part 40?		Yes	No
If this person has violated a DOT drug & alcohol regulation did this person complete a SAP prescribed rehabilitation program in your employ, including return-to-duty and follow-up tests? If yes, please send documentation with this form.		Yes	No N/A
For a driver who successfully complete a SAP's rehabilitation referral and remained in your employ, did this driver subsequently have an alcohol test result of 0.04 or greater, a verified positive drug test, or refuse to be tested?		Yes	No N/A
<p>In answering these questions, include any required DOT drug or alcohol testing information obtained from prior previous employers in the previous 3 years prior to the application date shown in Section 1.</p>			
Previous Employer Representative Name (Print)		Previous Employer Company	
Phone			
Address (Street, City, State, Zip)			
Signature		Date	

Section 4		To be Completed by Prospective Employer	
1. This form was	Faxed <u>2-13-2020</u>	Mailed	Other
By (sign)	<u>Clussie Bagby</u>	On (Date)	<u>2-13-2020</u>
2. This form was	Faxed <u>2-17-2020</u>	Mailed	Other
By (sign)	<u>Clussie Bagby</u>	On (Date)	<u>2-17-2020</u>
3. This form was	Faxed	Mailed	Other
By (sign)		On (Date)	
Information was received:	By Fax	By Mail	By Other
On: (Date) _____			

A2



WASHINGTON

ENHANCED DRIVER LICENSE



4d LIC#

1 ROBERTS

2 DERLY LYNN

3 DOB 05/19/1965

8 5012 S FLETCHER ST

SEATTLE WA 98118-5320

4d ISS 08/17/20

15 SEX M

16 HGT 6'-01"

17 RESTRICTIONS

BM

18 EYES BRO

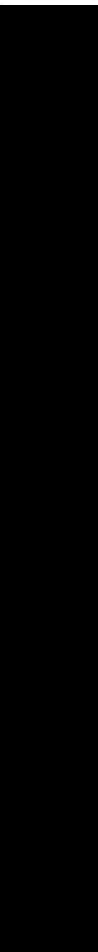
19 AGT 187

20 ENE NP

4d EXP 05/19/20

J. Roberts

5 DD



Medical Examiner's Certificate

The Federal Motor Carrier Safety Administration (FMCSA) has determined that this person is qualified, and, if applicable, only when the following conditions are met:

Wearing corrective lenses Accompanied by a licensed driver

Wearing hearing aid Accompanied by a licensed driver

Performance Evaluation (SPE) Certificate Driving within an... Qualified by opera... Grandfathered from... requirements (State)

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form MCSA-8875, with any attachments embodies my findings completely and correctly, and is on file in my office.

Medical Examiner's Certificate Expiration Date: 08/25/2019

Medical Examiner's Signature: [Signature] Medical Examiner's Telephone Number: (206) 424-3651 Date Certificate Signed: 08/25/2017

Medical Examiner's Name (please print or type): MARK WARNICKY PA-C

Medical Examiner's State License, Certificate, or Registration Number: PA 10005043 WA Issuing State: WA National Registry Number: 6703826473

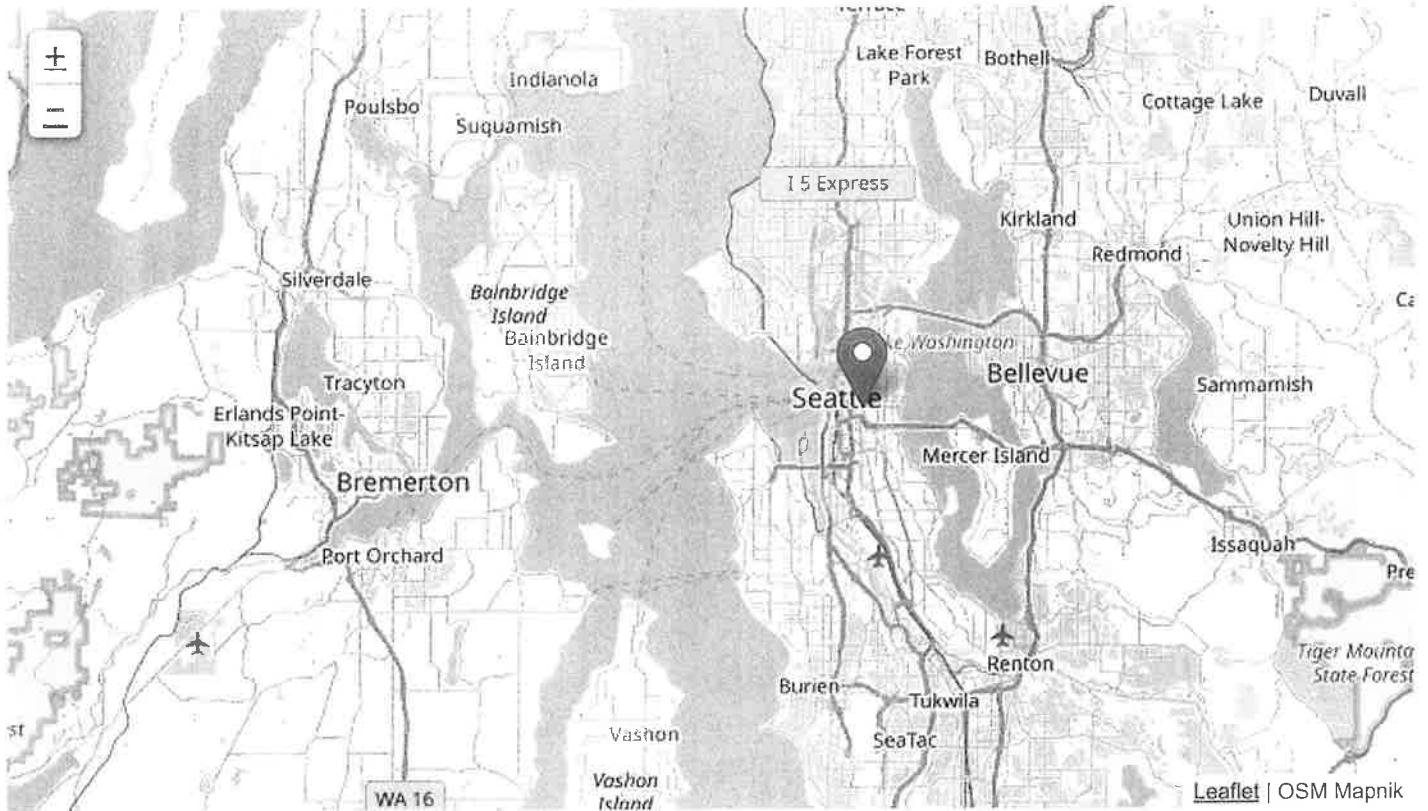
MD Physician Assistant Advanced Practice Nurse
 DO Chiropractor Other Practitioner (specify):

Driver's Signature: [Signature] Issuing State/Province: WA 3/12/2017

Driver's Address: 5012 S. Hatcher City: Seattle State/Province: WA Zip Code: 98118 CLP/CDL Applicant/Holder: Yes No



National Registry of Certified Medical Examiners Search



Mr. Jiegang Y Zhou Doctor of Medicine

Wasea Medical LLC
1400 S. Jackson Suite 24
Seattle, WA 98144
(206) 568-8577

National Registry Number: 5791086814

Certification Date: 03/23/14

Driver Information

DLN: [REDACTED]
 Last: ROBERTS
 First: DERYL
 Middle: LYNN
 Suffix:
 DOB: 05/19/1965
 Gender: M

Address Information

Address on file

License and ID Details

Enhanced Driver License:
 Status: Licensed
 Issue: 02/13/2017
 Expire: 05/19/2022
 Original issue: 05/30/1981

Enhanced CDL Class B:
 Status: Licensed
 Type: Replacement
 Issue: 11/23/2019
 Expire: 05/19/2022
 Original issue: 03/02/2017
 Self-certification: Non-Excepted Interstate
 Self-certification date: 11/23/2019
 Medical certification: Certified
 Medical certification date: 08/12/2019
 Downgraded: 08/13/2021

CDL Class B Permit:
 Type: Original
 Issue: 02/13/2017
 Expire: 08/11/2017
 Original issue: 13-Feb-2017
 Endorsements: P, S, N
 Restrictions: M, K, X, P
 Self-certification: Non-Excepted Interstate
 Self-certification date: 11/23/2019
 Medical certification: Certified
 Medical certification date: 08/12/2019

Ignition Interlock Restricted License:
 Issue: 06/28/2011
 Expire: 09/08/2011
 Original issue:

Restrictions

Description	Lic type	Code
No Class A Passenger Vehicle	CDLB	M
Corrective Lenses	CDLB	B

Endorsements

Description	Code
Passenger	P
Tank Vehicle	N

Reinstatements

Requirement

No requirements

DLN History

DLN	Start	End
[REDACTED]	11/23/2019	
[REDACTED]	08/28/2001	11/23/2019

Vib #66

ANNUAL REVIEW OF DRIVING RECORD

CERTIFICATION OF VIOLATIONS

Name

Daryl Roberts

MOTOR CARRIER INSTRUCTIONS: The Company is required by the DOT to perform an annual records check, to ensure the company is aware of any and all traffic violations committed by its drivers, including those in a private auto as well as any in a Commercial Motor Vehicle.

Please list on the following lines all violations of motor vehicle traffic laws and ordinances (other than violations for parking only) of which you have been convicted, or on account of which you have forfeited bond or collateral during the last 12 months. (Per FMCSR 391.27)

I certify that the following is a true and complete list of traffic violations required to be listed for which I have been convicted or forfeited bond or collateral during the past 12 months.

Date	Offense	Location	Type of Vehicle Operated
N/A	N/A	N/A	N/A

If no violations are listed above, I certify that I have not been convicted or forfeited bond or collateral on account of any violation (other than those I have provided under Part 383) required to be listed during the past 12 months.

Driver's license #: [REDACTED] State: WA Exp. Date: 5/19/2022

Change of Address:

If I have moved in the last 12 months, provide your new address here

Drivers Signature: [Signature] Today's Date: 2/13/2020

PART B - MVR (Attach MVR to form)

PART C - CARRIER'S ANNUAL REVIEW

Carrier's annual review of driving record and certification of continued qualification as required by FMCSR 391.25(c)(2). This day I have reviewed the driving record of the above named driver in accordance with 391.25 of the FMCSRs. I considered any evidence that the driver has violated applicable provisions of the FMCSRs and the HMRs (if applicable). I considered the driver's accident record and any evidence that he/she has violated any laws governing the operation of motor vehicles, and gave great weight to violations, such as speeding, reckless driving, and operation while under the influence of alcohol or controlled substances, that indicate the driver has exhibited a disregard for the safety of the public. Having done so, I find that:

- The driver meets the minimum requirements for safe driving, or
- The driver is disqualified to drive a CMV pursuant to 391.15., or
- This driver is disqualified to drive a CMV pursuant to company policy

Carrier's Name BLESSED LIMOUSINE INC.	Carrier's Address 15 S GRADY WAY, STE. 634, RENTON, WA 98057
Reviewed by: [Signature] Classie Bragby	Title MANAGER
	Date 2-13-2020

E1



FILE NUMBER 432700
REPORT TO DOT Compliance Help, Inc (460722)
1220 15th Avenue
Rockford, IL 61104
Phone: 847-836-6063
Fax: 480-287-8058

REPORT DATE 02-18-2020
ORDER DATE 02-14-2020 Kimberly Gurga
REFERENCE DERROBBLESSED
TYPE Driving Record

Application Information

APPLICANT ROBERTS, DERYL LYNN SSN - DOB 05-19-1965
DRIVERS WA - [REDACTED] LICENSE PHONE NUMBER -
ADDRESS(ES) 5012 S FLETCHER ST CITY / STATE / ZIP SEATTLE, WA 98118

Credentials

Driving Record

RESULTS License Found With Records

STATE OF ISSUE Washington SEARCH DATE 02-18-2020 1:45 PM MST
LICENSE NUMBER [REDACTED]

License Number: [REDACTED]
License State: WA
History Length: EMP
Full Name: ROBERTS, DERYL LYNN
DOB: 1965-05-19
Gender: Male

License Info

Status: VALID
License Type: Personal
Class: D
Class Description: CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
Expiration Date: 2022-05-19
Issue Date: 2019-11-23
Original Issue Date: 1981-05-30
Restriction: CORRECTIVE LENSES MUST BE WORN
Restriction: NO CLASS A PASSENGER VEHICLE

License Info

Status: VALID
License Type: Commercial
Class: B
Class Description: CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE < 10K LBS.
Expiration Date: 2022-05-19
Issue Date: 2019-11-23
Original Issue Date: 2017-03-02
Endorsement: PASSENGER TRANSPORTATION

Endorsement: TANK VEHICLE

Other License Info

Misc: Replacement

Medical Certificate

Status: CERTIFIED
Issue Date: 2019-08-12
Expiration Date: 2021-08-12
CORRECTIVE LENS

Restrictions:

Examiner

Name: JIEGANG ZHOU
License No: 00046227
License Jurisdiction: WA
Registration Number: 5791086814
Phone Number: 2065688577
Specialty: CDL

Self Certification

Description: NON EXCEPTED INTERSTATE

Messages

NO ACCIDENTS FOUND FOR THIS DRIVER

DRIVER HISTORY:

DL NUMBER: [REDACTED]

COMMENCE DATE: 8/28/2001

CEASE DATE: 11/23/2019

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 8/17/2018 EXPIRES: 5/19/2022

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE < 10K LBS.

ISSUED: 8/17/2018 EXPIRES: 5/19/2022

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 3/2/2017 EXPIRES: 5/19/2022

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE < 10K LBS.

ISSUED: 3/2/2017 EXPIRES: 5/19/2022

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 2/13/2017 EXPIRES: 8/11/2017

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: COMMERCIAL_LEARNERS_PERMIT

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS B COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE < 10K LBS.

ISSUED: 2/13/2017 EXPIRES: 8/11/2017

ISSUE TYPE: ORIGINAL

DOCUMENT TYPE: COMMERCIAL_LEARNERS_PERMIT

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 2/13/2017 EXPIRES: 5/19/2022

ISSUE TYPE: REPLACEMENT

DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 6/1/2016 EXPIRES: 5/19/2022
ISSUE TYPE: RENEWAL
DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 5/9/2012 EXPIRES: 5/19/2016
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 11/19/2011 EXPIRES: 5/19/2016
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 9/15/2011 EXPIRES: 5/19/2016
ISSUE TYPE: DUPLICATE
DOCUMENT TYPE: ENHANCED_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 6/28/2011 EXPIRES: 9/8/2011
ISSUE TYPE: ORIGINAL
DOCUMENT TYPE: UNKNOWN
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 5/31/2011 EXPIRES: 5/19/2016
ISSUE TYPE: RENEWAL
DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS A COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE >
10K LBS.
ISSUED: 5/31/2011 EXPIRES: 5/19/2016
ISSUE TYPE: RENEWAL
DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES
ISSUED: 5/6/2010 EXPIRES: 5/19/2011
ISSUE TYPE: REPLACEMENT
DOCUMENT TYPE: ENHANCED_COMMERCIAL_DRIVER_LICENSE
PAST DOCUMENT:
LICENSE NUMBER: [REDACTED]
CLASS A COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE >
10K LBS.
ISSUED: 5/6/2010 EXPIRES: 5/19/2011
ISSUE TYPE: REPLACEMENT

DOCUMENT TYPE: ENCHANCED_COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 2/12/2010 EXPIRES: 5/19/2011

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS A COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE >
10K LBS.

ISSUED: 2/12/2010 EXPIRES: 5/19/2011

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS D OPERATOR ANY NON COMMERCIAL VEHICLES

ISSUED: 5/26/2009 EXPIRES: 5/19/2011

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: COMMERCIAL_DRIVER_LICENSE

PAST DOCUMENT:

LICENSE NUMBER: [REDACTED]

CLASS A COMMERCIAL VEH > 26K LBS. MAY TOW ANOTHER VEHICLE >
10K LBS.

ISSUED: 5/26/2009 EXPIRES: 5/19/2011

ISSUE TYPE: DUPLICATE

DOCUMENT TYPE: COMMERCIAL_DRIVER_LICENSE

MEDICAL CERTIFICATION DOWNGRADED: 8/13/2021

VIOLATION

Incident Date:	2011-06-10
Conviction Date:	2011-06-10
State:	WA
Docket:	CNV356596
Description:	ADMIN PER SE
State Code:	A91
ACD:	A91
BAC 1:	0.0000
BAC 2:	0.0000
BAC 3:	0.0000
BAC 4:	0.0000
COURT FINDING:	GUILTYADMIN

VIOLATION

Incident Date:	2011-01-21
Conviction Date:	2011-01-21
State:	WA
Docket:	CNV356597
Description:	ADMIN PER SE
State Code:	A91

ACD: A91
BAC 1: 0.1300
BAC 2: 0.0000
BAC 3: 0.0000
BAC 4: 0.0000
COURT FINDING: GUILTYADMIN

VIOLATION

Incident Date: 2011-01-21
Conviction Date: 2012-01-17
State: WA
Docket: C0857621
Court: King County District Court
Description: RECKLESS DRIVING
State Code: M84
ACD: M84
COURT FINDING: GUILTY
AMENDED: TRUE

DISQUALIFICATION

Description: CDL DISQUALIFICATION
Incident Date: 2011-06-10
Ordered Date: 06/10/2011
Mail Date: 2011-06-10
Start Date: 2011-06-10
Thru Date: 2012-06-10
End Date: 2012-06-10
State: WA
Docket: 111610902
Description: ADMIN PER SE
State Code: A91
ACD: A91

SUSPENSION

Description: SUSPENSION
Incident Date: 2011-01-21
Ordered Date: 01/21/2011
Mail Date: 2011-01-21
Start Date: 2011-06-10
Thru Date: 2011-09-08
End Date: 2011-09-08
State: WA
Docket: 111460902
Description: ADMIN PER SE
State Code: A91
ACD: A91

WARNING: Confidential Information - To Be Used As Per State And Federal Laws. Misuse May Result In A Criminal Prosecution.

Disclaimer

This report is furnished to you pursuant to the Agreement for Service between the parties and in compliance with the Fair Credit Reporting Act. This report is furnished based upon your certification that you have a permissible purpose to obtain the report. The information contained herein was obtained in good faith from sources deemed reliable, but the completeness or accuracy is not guaranteed.

***** End Of Report *****

VIOLATION AND REVIEW RECORD

Driver Name: Denzel Roberts Employee number: 894b

PART 1

CERTIFICATION OF VIOLATIONS

I certify that the following is a true and complete list of all traffic violations (including revocation, suspension, or withdrawal of an operator's license, but NOT parking violations) for which I have been convicted or forfeited bond or collateral during the past 12 months.

DATE	OFFENSE	LOCATION	TYPE OF VEHICLE OPERATED
	N/A		

OPERATOR'S LICENSE REVOKED, SUSPENDED, OR WITHDRAWN? YES NO
DATE: ___/___/___ LICENSE NUMBER: _____ State: ___ EXPIRY: ___/___/___
DATE OF LICENSE RESTORATION: ___/___/___

If NO violations are listed above, I certify that I have not been convicted or forfeited bond or collateral during the past 12 months due to any violation required to be listed.

Denzel Roberts
Driver's Signature 11/22/2019
Date
[Signature]
Signature of Reviewer OWNER
Title 11/22/19
Date

Blessed Limosine INC 15 S Grady Way Suite 634, Renton WA 98057
Motor Carrier's Name Motor Carrier's Address

PART 2

ANNUAL REVIEW AND EVALUATION OF OFFICIAL MOTOR VEHICLE RECORD

In accordance with section 395.21 of the Federal Motor Carriers Safety Regulations, all information pertinent to the above driver's safety of operations, including the list of violations furnished by him or her, in accordance with section 391.27, has been reviewed for the past 12 months. Actions taken are detailed below [and on the reverse side of this form if needed]

[Signature]
Signature of Reviewer MANAGER/OWNER
Title 11/22/19
Date

DETAILS:

VIO #15a

I certify that I have examined Last Name: ROBERTS First Name: DERYL in accordance with (please check only one):

the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when (check all that apply) OR

the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) with any applicable State variances (which will only be valid for intrastate operations), and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when (check all that apply):

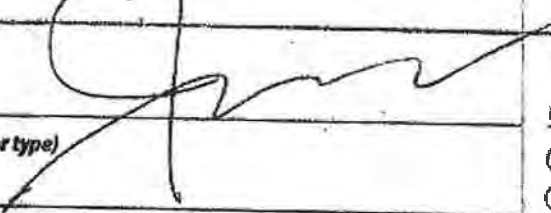
Wearing corrective lenses Accompanied by a _____ waiver/exemption Driving within an exempt intracity zone (49 CFR 391.62) (Federal)

Wearing hearing aid Accompanied by a Skill Performance Evaluation (SPE) Certificate Qualified by operation of 49 CFR 391.64 (Federal)

Grandfathered from State requirements (State)

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form, MCSA-5875, with any attachments embodies my findings completely and correctly, and is on file in my office.

Medical Examiner's Certificate Expiration Date: 08/12/2021

Medical Examiner's Signature: 

Medical Examiner's Name (please print or type): JIEGANG ZHOU

Medical Examiner's State License, Certificate, or Registration Number: MD00046227


Medical Examiner's Telephone Number: (206) 568-8577


Date Certificate Signed: 08/12/2019

MD Physician Assistant Advanced Practice Nurse

DO Chiropractor Other Practitioner (specify) _____

Issuing State: Washington National Registry Number: 5731086814

Driver's Signature: 

Driver's License Number: 

Issuing State/Province: WA

Street Address: 5012 S. Fletcher St City: Seattle State/Province: WA Zip Code: 98118

CLP/CDL Applicant/Holder: Yes No

This document contains sensitive information and is for official use only. Improper handling of this information could negatively affect individuals. Handle and secure this information appropriately to prevent inadvertent disclosure by keeping the documents under the control of authorized persons. Properly dispose of this document when no longer required to be maintained by regulatory requirements.

L

BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911

Date: 11 May 2020

TO: All drivers and employees of Blessed Limousine Inc.

Effective immediately:

A. Roadside inspections:

As a team, we must work together to ensure we never dispatch a bus that has a violation from a roadside inspection.

For every roadside inspection, we will maintain documentary evidence of repairs. Any roadside inspection document must be brought to me immediately.

If there is one or more out-of-service violations, we will not operate that vehicle until the OOS violations are corrected.

When there are other violations, which are not OOS violations, we will ensure these are corrected before the vehicle is dispatched again.

B. Annual inspections

We are setting up a schedule to have this done each 10,000 miles or 6 months. We will put a sticker on the outside of the bus each time an inspection is completed.

Drivers will check the date of the most-recent annual inspection each day when performing a pre-trip inspection.

I will check the list and schedule annual inspections to be done well before they expire.

C. Quarterly inspection / Scheduled maintenance inspections - including inspection of emergency exits

Once each quarter or 90 days, we will take each motor coach to Gary Miller's shop where he will perform his "A" inspection (sample attached)

At that time, Miller will also complete the Quarterly Bus Window / emergency window inspection (See sample, attached)

Once each 6 months, we will take each motor coach to Gary Miller's shop to perform a "B" inspection and an annual DOT inspection

D. Daily vehicle Inspections

We are setting up a new software program to help us with this – it's called Keep Truckin – it helps with hours of service AND there is a DVIR contained in the software package.

Using the Keep Trucking app with the new DVIR form to help remember all the points to check, each driver will perform a thorough pre-trip and post-trip inspection each day. The DVIRs will be reviewed and we will work together to be sure all required repairs are made right away.

If a driver notes a violation which would make the CMV unsafe to operate, the vehicle will not be dispatched until needed repairs are complete. If minor violations are noted on DVIRs, we will be sure repairs are complete no later than the next scheduled maintenance interval.

We all have to do some training on pre-trip inspections, because we've had too many violations before, and we must improve our performance in this area.

Note to drivers and other employees:

Regarding operating a CMV when it was declared Out of Service:

Last year, one of the mistakes we made was this; we had a CMV placed out of service with more than one OOS Violation, at a roadside inspection.

One of the violations was a tire violation.

We had the vehicle towed here and made the repairs except the tires.

Then, we had someone drive it a couple miles to the tire shop.

We thought we were doing it OK, but then the DOT investigator pointed out we actually operated the CMV while it was OUT OF SERVICE.

We all need to understand this really basic thing about the FMCSR – if a vehicle is placed OOS we cannot move it at all, unless an inspector specifically states we should drive to a specific place to make repairs.

We all must work together to be sure this does not happen again.

Regarding Annual Inspections:

One of the problems we had last year was, we had a vehicle dispatched with an annual inspection that was expired.

To keep that from happening again, we are going to put stickers on the buses letting you know when they had an annual inspection.

WE are NOT Going to wait a full year; we will be getting these annual inspections done each 6 months or 10,000 miles.

Every time you are dispatched you need to do a good, thorough pre-trip inspection, including checking to see when the annual inspection was done.

On your DVIR, put down when the next quarterly inspection needs to be done.

Regarding Frequent OOS Violations:

Last year we had too many Out of Service violations; the percentage was 60%. When a company has an OOS Percentage that is more than 34%, it can really hurt on a compliance review – this was one of the things that led to us getting shut down temporarily.

I have got a copy of the CVSA Out of Service Guide and we are all going to go through it together to be sure everyone understands the nature and importance of Out of Service violations.

And, we are going to find some other ways to make sure we all get enough training to avoid getting ANY out of service violations.

I am open to suggestions; we need to work together as a team to make sure our buses are properly maintained and be PARTICULARLY careful about OOS Violations.

We are going to hand out a complete list of all the OOS Violations as soon as possible, but for now, let's all look at the list of OOS Violations that hurt us last year:

393.62(a) No or Defective bus emergency exits	3 times
393.205(c) Wheel fasteners lose	1 time
393.51 No or defective brake warning device	1 time
393.75(a)(1) Tire-ply or belt material exposed	1 time
393.75C Tire-other tread depth less than 1/32 of inch	1 time
393.83(d) Improper exhaust-bus (diesel)	1 time
393.9(a) Inoperative Brake Lamps	1 time

The most-common violation was the emergency exits.

393.62(a) No or Defective bus emergency exits

We went to always be sure we do a good job and don't have a wreck, but something could happen. So, all drivers have to be sure they know how to operate the emergency exits. And, we have a scheduled inspection each 90 days to make sure they are working right. Always look carefully at the emergency exits during your pre-trip to be sure there is nothing wrong.

393.205(c) Wheel fasteners lose

As part of the pre-trip you have to check to be sure the lug nuts are properly torqued. We may install some visual aids to help you, but it is really important when you are doing a pre-trip to check the lug nuts. The consequences of a tire coming off are just too severe.

393.51 No or defective brake warning device

During pre-trip inspections we have to do the brake checks.

393.75(a)(1) Tire-ply or belt material exposed and
393.75C Tire-other tread depth less than 1/32 of inch

All drivers on pre-trips have to look for tire violations.

But, we are also going to have our tire contractor come by the lot once a week to check our tires. WE all will work together to be sure we don't take chances with our passengers' lives by dispatching a moto coach with tires that aren't good enough.

393.83(d) Improper exhaust-bus (diesel)

Like everything else; you have to check during the pre-trip inspection, and if there is an exhaust problem we have to get it taken care of before putting the motor coach on the road. I think the exhaust violation was something a driver would not have noticed; this is an example of why we are having a quarterly inspection. So if the exhaust problem is noticed, put it on the DVIR and let me know.

393.9(a) Inoperative Brake Lamps

This is one more thing you have to always check on pretrips; we have to work together to make sure we don't send a bus down the road with any lights that aren't working.

We cannot prevent ALL violations, but we will try.

We cannot always prevent OOS violations, but we will try particularly hard to avoid these.

We are all going to spend a little time looking at the list of Out of Service violations, and we are going to set up some refresher training on pre-trip inspections, to help everyone do their best on this important task.

Also, we should all review the attached list of maintenance violations; I don't expect anyone to memorize this list but familiarize with it. You should realize which are the MOST important violations – note the severity score; this list is organized with the number 10s first, then 9s, and so on.

Finally, our new Hours of Service system also has a DVIR built in – everyone will be trained on how to use the new system – DO NOT JUST HIT THE "NO DEFECT" button all the time! If there is something that needs to be taken care of, put it on the DVIR and we will get it taken care of.



5-11-2020

Clussie Bagby, (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

M

BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911

Date: 3 April 2020

TO: WHOM IT MAY CONCERN

Regarding: Status of motor coaches no longer being operated by Blessed Limousine Inc.

During our compliance review in October 2019, two of the vehicles the investigator looked at were #181 (VIN number ending in 6594) and #778 (VIN number ending in 7229).

Initially, we had planned to keep these commercial vehicles and, when possible, make necessary repairs and put them back in service.

However, we have decided, realistically, we need to sell these vehicles.

We have a buyer, and we would sell them and have them taken away, but we are not able to do so now, because everyone is impacted by the "Stay at home" order currently in place in our state.

As soon as we are allowed to move around and take care of business, these vehicles will be disposed of.

I, Clussie Bagby, hereby certify the above statement to be true and this is the course of action we will pursue as soon as we are able to conduct business when the current quarantine condition is ended.


5-11-2020

Clussie Bagby, (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

62 – Statement regarding disposition of buses to be operated

BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911

Date: 3 April 2020

TO: WHOM IT MAY CONCERN

Regarding: Status of buses #9785 and #181 (Vin numbers ending in 46577 and 46594)

As of today, these motor coaches are parked, because we are OOS and cannot dispatch commercial vehicles, AND, due to the current quarantine, Gary Miller and his co-workers cannot complete any repairs currently planned.


As soon as Gary re-opens, he is going to ensure all needed repairs have been made and these motor coaches are safe to operate.

Before we authorize the operation of either motor coach, we will have repairs complete and we will have a new annual DOT inspection. The ones we have on file are several months old and there was a 5000-mile inspection dated January 25 indicating several mechanical issues which would make one motor coach unsafe to operate. In order to ensure there is no confusion regarding the status of these motor coaches, Gary Miller will complete a new annual inspection after completing any needed repairs.

Repairs to OOS Conditions will be made where the buses are parked right now, OR we will have them towed to the repair facility.

Remaining repairs will be completed before plans are made to dispatch these vehicles.

I, Clussie Bagby, hereby certify the above statement to be true and this is the course of action we will pursue as soon as we are able to conduct business when the current quarantine condition is ended.



5-11-2020

Clussie Bagby, (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

Section	Violation Description Shown on Driver/Vehicle Examination Report Given to CMV Driver after Roadside Inspection	Violation Group Description	Violation Severity Weight ²
396.3A1BOS*	BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20% of the service brakes on the vehicle or combination	Brakes, All Others	0 + 2 (OOS)
392.63	Pushing/towing a loaded bus	Towing Loaded Bus	10
392.64	Riding within the closed body of a commercial vehicle without exits	Towing Loaded Bus	10
396.9(c)(2)	Operating an out-of-service vehicle	Vehicle Jumping OOS	10
393.75(a)	Flat tire or fabric exposed	Tires	8
393.75(a)(1)	Tire-ply or belt material exposed	Tires	8
393.75(a)(2)	Tire-tread and/or sidewall separation	Tires	8
393.75(a)(3)	Tire-flat and/or audible air leak	Tires	8
393.75(a)(4)	Tire-cut exposing ply and/or belt material	Tires	8
393.75(b)	Tire-front tread depth less than 4/32 of inch on a major tread groove	Tires	8
393.75B-OOS ^A	Tire-front tread depth less than 2/32 of inch on a major tread groove	Tires	8
393.75(c)	Tire-other tread depth less than 2/32 of inch measured in a major tread groove	Tires	8
393.75C-OOS ^A	Tire-other tread depth less than 1/32 of inch measured in 2 adjacent major tread grooves 3 separate locations 8 inches apart	Tires	8
393.75(d)	Regrooved or recapped tire on front wheel of bus	Tires	8
393.75F-SPEED ^A	Operating a CMV at speeds exceeding the speed-restriction label of the tire.	Tires	8
396.3A1T	Tires (general)	Tires	8
393.100(b)	Leaking/spilling/blowing/falling cargo	Improper Load Securement	7
393.102(c)	Exceeding working load limit for tiedowns	Improper Load Securement	7
393.116(d)(1)	Shortwood log extends more than 1/3 of logs total length beyond supporting structure of vehicle	Improper Load Securement	7
393.116(d)(2)	Insufficient tiedowns for shortwood loaded crosswise	Improper Load Securement	7
393.116(d)(3)	Tiedowns improperly positioned on load of shortwood	Improper Load Securement	7
393.116(d)(4)	No center stakes and/or high log not secured on shortwood vehicles more than 10m (33ft) long	Improper Load Securement	7
393.116(e)	Improper Securement of shortwood logs loaded lengthwise	Improper Load Securement	7
393.118(b)	Improper placement of bundles	Improper Load Securement	7
393.120(b)(1)	Improper securement of metal coils transported vertically	Improper Load Securement	7
393.120(b)(2)	Improper securement of metal coils transported in rows with the eyes vertical	Improper Load Securement	7
393.120(c)(1)	Improper securement of metal coils transported with eyes crosswise	Improper Load Securement	7
393.120(c)(2)	Prohibited load securement - crossing tie-downs in a X pattern through the eye of a metal coil transported crosswise	Improper Load Securement	7
393.120(d)(1)	Improper securement of metal coil transported with eye lengthwise	Improper Load Securement	7
393.120(d)(4)	Improper securement of metal coils transported in rows, eyes lengthwise to the vehicle	Improper Load Securement	7
393.122(b)	Improper securement of paper rolls transported with eyes vertical in a sided vehicle	Improper Load Securement	7
393.122(c)	Improper securement of split loads of paper rolls transported with the eyes vertical in a sided vehicle	Improper Load Securement	7
393.122(d)	Improper securement of stacked loads of paper rolls transported with the eyes vertical in a sided vehicle	Improper Load Securement	7
393.122(e)	Improper securement of paper rolls transported with the eyes crosswise in a sided vehicle	Improper Load Securement	7
393.122(f)	Rolls crosswise/stacked load - improperly secured	Improper Load Securement	7
393.122(g)	Improper securement of paper rolls transported with the eyes lengthwise in a sided vehicle	Improper Load Securement	7
393.122(h)	Rolls lengthwise/stacked - improper securement	Improper Load Securement	7

393.122(i)	Improper securement of paper rolls transported on a flatbed vehicle or in a curtain-sided vehicle	Improper Load Securement	7
393.124(c)	Improper blocking of concrete pipe	Improper Load Securement	7
393.124(d)	Improper arrangement of concrete pipe	Improper Load Securement	7
393.124(e)	Improper securement of concrete pipe with an inside diameter up to 45 inches (1143 mm)	Improper Load Securement	7
393.124(f)	Improper securement of concrete pipe with an inside diameter greater than 45 inches (1143 mm)	Improper Load Securement	7
393.126(c)(2)	All corners of loaded intermodal container not secured when transported on vehicle other than container chassis vehicle	Improper Load Securement	7
393.126(c)(3)	Front and rear of loaded intermodal container not secured independently when transported on vehicle other than container chassis	Improper Load Securement	7
393.126(d)(1)	Empty intermodal container not properly positioned when transported on vehicle other than container chassis vehicle	Improper Load Securement	7
393.126(d)(2)	Empty intermodal container with more than 5 ft overhang when transported on vehicle other than container chassis vehicle	Improper Load Securement	7
393.126(d)(4)	Empty intermodal container not properly secured to prevent shifting when transported on vehicle other than container chassis vehicle	Improper Load Securement	7
393.128(b)(1)	Vehicle not secured, front and rear	Improper Load Securement	7
393.128(b)(2)	Tiedown(s) not affixed to mounting points.	Improper Load Securement	7
393.128(b)(3)	Tiedown(s) not over/around wheels.	Improper Load Securement	7
393.130(b)	Item not properly prepared for transport	Improper Load Securement	7
393.130(c)	Improper restraint/securement of item	Improper Load Securement	7
393.132(c)(5)	Insufficient means to retain loose parts or leaking liquids from crushed cars	Improper Load Securement	7
393.134(b)(2)	Container not secured to front of vehicle	Improper Load Securement	7
393.134(b)(3)	Rear of container not properly secured	Improper Load Securement	7
393.136(b)	Improper placement/positioning for boulder	Improper Load Securement	7
393.136(c)(1)	Use of synthetic webbing to secure boulder	Improper Load Securement	7
393.136(d)	Improper secure; cubic boulder	Improper Load Securement	7
393.136(e)	Improper secure; non-cubic boulder w/base	Improper Load Securement	7
393.136(f)	Improper secure; non-cubic boulder w/o base	Improper Load Securement	7
393.207(a)	Axle positioning parts defective/missing	Suspension	7
393.207(b)	Adjustable axle locking pins missing or not engaged	Suspension	7
393.207(c)	Leaf spring assembly defective/missing	Suspension	7
393.207(d)	Coil spring cracked and/or broken	Suspension	7
393.207(e)	Torsion bar cracked and/or broken	Suspension	7
393.207(f)	Air suspension pressure loss	Suspension	7
393.207(g)	No / defective air suspension exhaust control	Suspension	7
392.33	Operating CMV with lamps/reflectors obscured	Lighting	6
393.9BRKLAMP ³	Inoperative Brake Lamps	Lighting	6
393.9H	Inoperable head lamps	Lighting	6
393.9T	Inoperable tail lamp	Lighting	6
393.9TS	Inoperative turn signal	Lighting	6
393.17	No/defective lamp/reflector-towaway operation	Lighting	6
393.17(a)	No/defective lamps-towing unit-towaway operation	Lighting	6
393.17(b)	No/defective towaway lamps on rear unit	Lighting	6
393.19	Inoperative/Defective Hazard Warning Lamp	Lighting	6
393.24(a)	Non-compliance with headlamp requirements	Lighting	6
393.24(b)	Noncompliant fog/driving lamps	Lighting	6
393.24BR	Non-compliant fog or driving lamps	Lighting	6
393.24(c)	Improper Headlamp mounting	Lighting	6
393.24(d)	Improper Head / Auxiliary / Fog lamp aiming	Lighting	6
393.25(a)	Improper Lamp Mounting	Lighting	6
393.25(b)	Lamps are not visible as required	Lighting	6
393.25(e)	Lamp not steady burning	Lighting	6
393.25(f)	Stop lamp violations	Lighting	6

393.209(a)	Steering wheel not secured/broken	Steering Mechanism	6
393.209(b)	Excessive steering wheel lash	Steering Mechanism	6
393.209(c)	Loose steering column	Steering Mechanism	6
393.209(d)	Steering system components worn, welded, or missing	Steering Mechanism	6
393.209(e)	Power steering violations	Steering Mechanism	6
385.103(c)	Failure to display a current CVSA decal: Mexico-domiciled carrier with Provisional Operating Authority	Inspection Reports	4
392.7	No pre-trip inspection	Inspection Reports	4
392.7(a)	Driver failing to conduct pre-trip inspection	Inspection Reports	4
392.7(b) ³	Driver failing to conduct a pre-trip inspection of Intermodal Equipment	Inspection Reports	4
393.40	Inadequate brake system on a CMV	Brakes, All Others	4
393.41	No or defective parking brake system on CMV	Brakes, All Others	4
393.42	No brakes as required - Explain:	Brakes, All Others	4
393.42A-BM	Brake - Missing required brake.	Brakes, All Others	4
393.42A-BMAW	Brake - All wheels not equipped with brakes as required.	Brakes, All Others	4
393.42A-BM-TSA	Brake - Missing on a trailer steering axle.	Brakes, All Others	4
393.43	No/improper breakaway or emergency braking	Brakes, All Others	4
393.43(a)	No/improper tractor protection valve	Brakes, All Others	4
393.43(d)	No or defective automatic trailer brake	Brakes, All Others	4
393.44	No or defective bus front brake line protection	Brakes, All Others	4
393.45	Brake tubing and hose adequacy	Brakes, All Others	4
393.45A-AJS ⁴	Air Brake tubing improperly joined or spliced	Breaks, All Others	4
393.45A-HJS ⁵	Hydraulic Brake tubing improperly joined or spliced	Brakes, All Others	4
393.45PC	Brake Tubing and Hose Adequacy - Connections to Power Unit	Brakes, All Others	4
393.45UV	Brake Tubing and Hose Adequacy Under Vehicle	Brakes, All Others	4
393.45(b)(2)	Brake hose or tubing chafing and/or kinking	Brakes, All Others	4
393.45B2PC	Brake Hose or Tubing Chafing and/or Kinking - Connection to Power Unit	Brakes, All Others	4
393.45B2UV	Brake Hose or Tubing Chafing and/or Kinking Under Vehicle	Brakes, All Others	4
393.45(b)(3)	Brake hose or tubing contacting exhaust system	Brakes, All Others	4
393.45(d)	Brake connections with leaks or constrictions	Brakes, All Others	4
393.45DCPC	Brake Connections with Constrictions - Connection to Power Unit	Brakes, All Others	4
393.45DCUV	Brake Connections with Constrictions Under Vehicle	Brakes, All Others	4
393.45DLPC	Brake Connections with Leaks - Connection to Power Unit	Brakes, All Others	4
393.45DLUV	Brake Connections with Leaks Under Vehicle	Brakes, All Others	4
393.47(a)	Inadequate brakes for safe stopping	Brakes, All Others	4
393.47(b)	Mis-matched brake chambers on same axle	Brakes, All Others	4
393.47(c)	Mis-matched slack adjuster effective length	Brakes, All Others	4
393.47(d)	Insufficient brake linings	Brakes, All Others	4
393.47(e)	Clamp or Roto type brake out-of-adjustment	Brakes Out of Adjustment	4
393.47(f)	Wedge type brake(s) out-of-adjustment	Brakes Out of Adjustment	4
393.47(g)	Insufficient Brake Drum or Rotor thickness	Brakes, All Others	4
393.48(a)	Inoperative/defective brakes	Brakes, All Others	4
393.48A-BCM	Brakes - Hydraulic Brake Caliper movement exceeds 1/8" (0.125") (3.175 mm)	Brakes, All Others	4
393.48A-BMBC	Brakes - Missing or Broken Components including Pad Retaining Components and loose or missing caliper mounting bolt(s)	Brakes, All Others	4
393.48A-BRMMC	Brakes - Rotor (disc) metal-to-metal contact	Brakes, All Others	4
393.48A-BSRFS	Brakes - Severe rusting of brake rotor (disc)	Brakes, All Others	4
393.48(b)(1)	Defective brake limiting device	Brakes, All Others	4
393.50	Inadequate reservoir for air/vacuum brakes	Brakes, All Others	4
393.50(a)	Failing to have sufficient air/vacuum reserve	Brakes, All Others	4
393.50(b)	Failing to equip vehicle air brake system with adequate reserve capacity or reservoir	Brakes, All Others	4
393.50(c)	No means to ensure operable check valve	Brakes, All Others	4
393.50(d)	No/Defective air reservoir drain valve	Brakes, All Others	4
393.51	No or defective brake warning device	Brakes, All Others	4
393.52(a)(1)	Insufficient Braking Force as a Percentage of Gross Vehicle Weight or Gross	Brakes, All Others	4
393.53(a)	No Automatic Brake Adjuster for Hydraulic Brake Systems for vehicle manufactured on or after 10/20/1993	Brakes, All Others	4

393.53(b)	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear	Brakes, All Others	4
393.53BMAN ^U	CMV manufactured after 10/20/1994 is not equipped with automatic air brake adjusters.	Brakes, All Others	4
393.53(c)	No or Defective Brake Adjustment Indicator on Air Brake System for vehicle manufactured after 10/19/1994	Brakes, All Others	4
393.55(a)	ABS required on all CMVs with hydraulic brakes manufactured after February 1999	Brakes, All Others	4
393.55(b)	ABS malfunction indicators for hydr brake sys	Brakes, All Others	4
393.55(c)(1)	Truck Tractor manufactured on or after March 1, 1997 not equipped with an antilock brake system.	Brakes, All Others	4
393.55(c)(2)	CMV other than truck-tractor manufactured on or after March 1, 1998 not equipped with an antilock brake system.	Brakes, All Others	4
393.55(d)(1)	CMV not equipped with ABS malfunction circuit or signal (Truck-Tractor mfg on/after 3/1/1997; Straight Truck mfg on/after 3/1/1998)	Brakes, All Others	4
393.55(d)(2)	CMV manufactured on/after 3/1/2001 not equipped with ABS malfunction circuit / lamp from towed vehicle in cab.	Brakes, All Others	4
393.55(d)(3)	No or Defective ABS Malfunction Indicator for towed vehicles on vehicles manufactured after February 2001	Brakes, All Others	4
393.55(e)	No or Defective ABS Malfunction Indicator Lamp for trailer manufactured after 03/01/1998	Brakes, All Others	4
396.1	Must have knowledge of and comply with the Federal Motor Carrier Safety Regulations	Inspection Reports	4
396.3A1B	Brakes (general) Explain:	Brakes, All Others	4
396.3A1BA	Bolt-type or DD-3 -type Brake Out of Adjustment	Brakes Out of Adjustment	4
396.3A1BC	Brake-air compressor violation	Brakes, All Others	4
396.3A1BD	Brake-defective brake drum	Brakes, All Others	4
396.3A1BL	Brake system pressure loss	Brakes, All Others	4
396.9(d)(2)	Failure to correct defects noted on previous inspection report	Inspection Reports	4
396.11	No or inadequate driver vehicle inspection report	Inspection Reports	4
396.13(c)	No reviewing driver signature on DVIR	Inspection Reports	4
396.17(c)	Operating a CMV without proof of a periodic inspection	Inspection Reports	4
398.7	Inspection and Maintenance of motor vehicles used for Transportation of Migrant Workers	Inspection Reports	4
393.11	No or defective lighting devices or reflective material as required	Reflective Sheeting	3
393.11LR	No Lower rear retroreflective sheeting or reflex reflective materials as required for vehicles manufactured after December 1993	Reflective Sheeting	3
393.11N	No retroreflective sheeting or reflex reflective materials as required for vehicles manufactured after December 1993	Reflective Sheeting	3
393.11RT	Retroreflective material not affixed as required for trailers manufactured after December 1993	Reflective Sheeting	3
393.11S	Side retroreflective sheeting or reflex reflector requirements for vehicles manufactured after December 1993	Reflective Sheeting	3
393.11TL	Truck-Tractor lower rear mud flaps retroreflective sheeting / reflex reflective material requirements for vehicles manufactured after July 1997	Reflective Sheeting	3
393.11TT	Truck-Tractor with No retroreflective sheeting or reflex reflective material on vehicle manufactured after July 1997	Reflective Sheeting	3
393.11TU	Truck-Tractor upper body corner requirements for retroreflective sheeting or reflex reflective material for vehicles manufactured after July 1997	Reflective Sheeting	3
393.11UR	Upper Rear retroreflective sheeting or reflex reflecting material requirements for vehicles manufactured after December 1993	Reflective Sheeting	3
393.13(a)	Retroreflective tape not affixed as required for Trailers manufactured prior to December 1993	Reflective Sheeting	3
393.13(b)	No retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3
393.13(c)(1)	No Side retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3

393.13(c)(2)	No Lower Rear retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3
393.13(c)(3)	No Upper Rear retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3
393.13(d)(1)	Improper Side Placement of retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3
393.13(d)(2)	Improper Lower Rear Placement of retroreflective sheeting or reflex reflective material requirements for vehicles manufactured before December 1993	Reflective Sheeting	3
393.13(d)(3)	Upper rear retroreflective sheeting or reflex reflective material as required for vehicles manufactured before December 1993	Reflective Sheeting	3
393.26	Requirements for reflectors	Reflective Sheeting	3
393.28	Improper or no wiring protection as required	Other Vehicle Defect	3
393.30	Improper battery installation	Other Vehicle Defect	3
393.68	CNG Fuel Container does not conform to regulations	Other Vehicle Defect	3
393.70	Fifth wheel	Coupling Devices	3
393.70(a)	Defective coupling device-improper tracking	Coupling Devices	3
393.70(b)	Defective/improper fifth wheel assemblies	Coupling Devices	3
393.70B1 ^W	Defective latching fasteners fasteners on either side of the vehicle are missing or ineffective per current OOS Criteria	Coupling Devices	3
393.70B1-C ^W	Fifth wheel cracked or a gap caused by corrosion 1/8 inch (3.2 mm) or more in width.	Coupling Devices	3
393.70B1-MPC ^W	Crack in the mounting plate or pivot bracket (parent metal) extending more than 20 percent of the distance across the metal in the direction of the crack.	Coupling Devices	3
393.70B1-RW ^W	Fifth Wheel repair weld is cracked	Coupling Devices	3
393.70B1-SC ^W	Slide curl broken, cracked or repaired by welding	Coupling Devices	3
393.70B1-W ^W	Fifth wheel more than 20 percent of the total length of all the original welds are cracked on either side of the vehicle.	Coupling Devices	3
393.70B1II	Defective / Improper fifth wheel assembly upper half	Coupling Devices	3
393.70B1II-FWUC ^W	Upper coupler assembly parent metal cracked, extending more than 20 percent of the distance across the metal in the direction of the crack.	Coupling Devices	3
393.70B1II-FWUCG ^W	Upper coupler assembly crack or gap caused by corrosion more than 1/8 inch (3.2 mm) or more in width.	Coupling Devices	3
393.70B1II-FWUCW ^W	Upper coupler assembly welds are crack on either side, front or back of the upper coupler, more than 20 percent of the total length of all original welds.	Coupling Devices	3
393.70B1II-FWURW ^W	Upper coupler assembly repair weld cracked.	Coupling Devices	3
393.70(b)(2)	Defective fifth wheel locking mechanism	Coupling Devices	3
393.70(c)	Defective coupling devices for full trailer	Coupling Devices	3
393.70(d)	No or improper safety chains or cables for full trailer	Coupling Devices	3
393.70(d)(8)	Improper safety chain attachment	Coupling Devices	3
393.71	Improper coupling driveaway/towaway operation	Coupling Devices	3
393.71B3 ³	Improper weight distribution drive-away/towaway	Coupling Devices	3
393.71(g)	Prohibited towing connection / device	Coupling Devices	3
393.71(h)	Towbar requirement violations	Coupling Devices	3
393.71(h)(10)	No or Improper safety chains for towbar	Coupling Devices	3
393.75(e)	Regrooved Tire on front of truck or truck-tractor	Tire vs. Load	3
393.75(f)	Tire — exceeding weight rating of tire	Tire vs. Load	3
393.75(f)(1)	Weight carried exceeds tire load limit	Tire vs. Load	3
393.75(f)(2)	Tire underinflated	Tire vs. Load	3
393.75G-LOAD ^A	Weight carried exceeds tire load limit	Tire vs. Load	3
393.75(h)	Tire underinflated	Tire vs. Load	3
393.751 ^A	Operating a CMV while weight carried exceeds tire rating due to under-inflation	Tire vs. Load	3
393.76	Sleeper berth requirement violations	Other Vehicle Defect	3
393.77	Defective and/or prohibited heaters	Other Vehicle Defect	3

393.77(b)(11)	Bus heater fuel tank location	Other Vehicle Defect	3
393.77(b)(5)	Protection of operating controls from tampering	Other Vehicle Defect	3
393.80	No or defective rear-vision mirror	Other Vehicle Defect	3
393.81	Horn inoperative	Other Vehicle Defect	3
393.82	Speedometer inoperative / inadequate	Other Vehicle Defect	3
393.102(a)	Improper securement system (tiedown assemblies)	Tiedown	3
393.102(a)(1)(i)	Insufficient means to prevent forward movement	Failure to Prevent Movement	3
393.102(a)(1)(ii)	Insufficient means to prevent rearward movement	Failure to Prevent Movement	3
393.102(a)(1)(iii)	Insufficient means to prevent lateral movement	Failure to Prevent Movement	3
393.102(b)	Insufficient means to prevent vertical movement	Failure to Prevent Movement	3
393.104(f)(1)	Knotted tiedown	Tiedown	3
393.104(f)(2)	Use of tiedown with improper repair .	Tiedown	3
393.104(f)(3)	Loose or unfastened tiedown.	Tiedown	3
393.104F4R	No edge protection for tiedowns	Tiedown	3
393.106(b)	Cargo not immobilized or secured	Failure to Prevent Movement	3
393.106(c)(1)	No means to prevent cargo from rolling	Failure to Prevent Movement	3
393.106(c)(2)	Cargo without direct contact not prevented from shifting while in transit	Failure to Prevent Movement	3
393.106(d)	Insufficient aggregate working load limit	Tiedown	3
393.110(b)	Insufficient tiedowns to prevent forward movement for load not blocked by headerboard, bulkhead, or other cargo.	Tiedown	3
393.110(c)	Insufficient tiedowns for an article blocked with a headerboard, bulkhead, or other cargo .	Tiedown	3
393.110(d)	Large or odd-shaped cargo not adequately secured	Failure to Prevent Movement	3
393.118(d)	Insufficient protection against lateral movement of lumber or building materials	Failure to Prevent Movement	3
393.118(d)(3)	Insufficient or improper arrangement of tiedowns for lumber or building materials	Tiedown	3
393.120(e)	No protection against shifting or tipping of metal coils transported in sided vehicle or intermodal container without anchor points	Failure to Prevent Movement	3
393.124(b)	Insufficient working load limits for tiedowns on a group of concrete pipes	Tiedown	3
393.132(c)	Insufficient tiedowns per vehicle stack of crushed cars	Tiedown	3
393.134(b)(1)	No blocking against forward movement	Failure to Prevent Movement	3
396.3A1DSCB	Center Bearing (Carrier Bearing) Cracked / Loose / Broken / Missing	Other Vehicle Defect	3
396.3A1DSDT	Drive Shaft Tube Cracked or Twisted	Other Vehicle Defect	3
396.3A1DSUJ	Universal Joint Loose / Broken / Missing Component	Other Vehicle Defect	3
396.3A1DSYE	Drive Shaft Yoke Ends Cracked / Loose / Broken / Missing	Other Vehicle Defect	3
396.3A1-FWPC ^W	Crack in the fifth wheel plate (parent metal) extending more than 20 percent of the distance across the metal in the direction of the crack.	Coupling Devices	3
396.3A1-FWPG ^W	A crack or gap caused by corrosion that is 1/8 inch (3.2 mm) or more in width in fifth wheel plate.	Coupling Devices	3
396.3A1-FWPRW ^W	Repair weld cracked on fifth wheel plate	Coupling Devices	3
396.3A1-GDRVP ^W	Vehicle with a dripping liquid that vaporizes in the air from a LNG fuel system.	Other Vehicle Defect	3
396.3A1-GLEAK ^W	Vehicle with fuel leakage from a CNG, LNG or LPG system verified by bubble test or gas detection meter.	Other Vehicle Defect	3
396.3A1-GVAPOR ^W	Vehicle with a cloud of vapor from a LNG fuel system.	Other Vehicle Defect	3
396.3A1-LLEAK ^W	A liquid fuel system with a dripping leak at any point.	Other Vehicle Defect	3
396.5(a)	Failing to ensure that vehicle is properly lubricated	Other Vehicle Defect	3
396.5(b)	Oil and/or grease leak	Other Vehicle Defect	3
396.7	Unsafe operations forbidden	Other Vehicle Defect	3

398.5	Failure to maintain vehicle for safe operation - Transportation of Migrant Workers	Other Vehicle Defect	3
392.8	Failing to inspect/use emergency equipment	Emergency Equipment	2
392.22(b)	Failure to place or improper placement of warning devices on the road surface	Cab, Body, Frame	2
393.9	Inoperable Required Lamp	Clearance Identification Lamps/Other	2
393.23	Required lamp not powered by vehicle electric	Clearance Identification Lamps/Other	2
393.23PT	All required lamps on towed vehicle inoperative due to no electrical connection	Clearance Identification Lamps/Other	2
393.84	Inadequate floor condition	Cab, Body, Frame	2
393.86	No or improper rearend protection	Cab, Body, Frame	2
393.86(a)(1)	Rear Impact Guards Required - trailer manufactured on or after January 26, 1998	Cab, Body, Frame	2
393.86(a)(2)	Rear Impact Guard having improper width - trailer manufactured on or after January 26, 1998	Cab, Body, Frame	2
393.86(a)(3)	Rear Impact Guard having improper height - trailer manufactured on or after January 26, 1998	Cab, Body, Frame	2
393.86(a)(4)	Rear Impact Guard not within 12 in of rear of vehicle at 22 in above the ground	Cab, Body, Frame	2
393.86(a)(5)	Rear Impact Guard Cross-section vertical height insufficient for trailer manufactured on or after January 26, 1998	Cab, Body, Frame	2
393.86(b)(1)	Rear Impact Guard Required - motor vehicle manufactured after 12/31/1952 (see exceptions)	Cab, Body, Frame	2
393.88	Improperly located tv receiver	Cab, Body, Frame	2
393.89	Bus driveshaft not properly protected	Cab, Body, Frame	2
393.90	Bus-no or obscure standee line	Cab, Body, Frame	2
393.91	Bus - improper aisle seats	Cab, Body, Frame	2
393.91-FS	Motor Coach or other Passenger carrying vehicle equipped with prohibited non-automatically folding seats in the aisle	Cab, Body, Frame	2
393.91-SNS	Motor Coach or other Passenger Carrying vehicle operating with seating, occupied or not, not secured in a workmanlike manner.	Cab, Body, Frame	2
393.93(a)	Failure to equip bus with seat belts	Cab, Body, Frame	2
393.93(a)(3)	Seats not secured in conformance with FMVSS	Cab, Body, Frame	2
393.93(b)	Failure to equip truck with seatbelts	Cab, Body, Frame	2
393.95(a)	No/discharged/unsecured fire extinguisher	Emergency Equipment	2
393.95(a)(1)(i)	Failure to equip hazardous material vehicle with a fire extinguisher with a minimum UL rating of 10 B:C	Emergency Equipment	2
393.95(b)	No spare fuses as required	Emergency Equipment	2
393.95(f)	No / insufficient warning devices	Emergency Equipment	2
393.95(g)	HM-restricted emergency warning device	Emergency Equipment	2
393.201(a)	Frame cracked / loose / sagging / broken	Cab, Body, Frame	2
393.201(b)	Bolts securing cab broken/loose/missing	Cab, Body, Frame	2
393.201(c)	Frame rail flange improperly bent/cut/notched other than by vehicle manufacturer	Cab, Body, Frame	2
393.201(d)	Frame accessories improperly attached	Cab, Body, Frame	2
393.201(e)	Prohibited holes drilled in frame rail flange	Cab, Body, Frame	2
393.203	Cab/body parts requirements violations	Cab, Body, Frame	2
393.203(a)	Cab door missing/broken	Cab, Body, Frame	2
393.203(b)	Cab/body improperly secured to frame	Cab, Body, Frame	2
393.203(c)	Hood not securely fastened	Cab, Body, Frame	2
393.203(d)	Cab seats not securely mounted	Cab, Body, Frame	2
393.203(e)	Cab front bumper missing/unsecured/protrude	Cab, Body, Frame	2
393.205(a)	Wheel/ rim cracked or broken	Wheels, Studs, Clamps, Etc.	2
393.205(b)	Stud/bolt holes elongated on wheels	Wheels, Studs, Clamps, Etc.	2
393.205(c)	Wheel fasteners loose and/or missing	Wheels, Studs, Clamps, Etc.	2
396.3(a)(1)	Inspection, repair and maintenance of parts & accessories	Wheels, Studs, Clamps, Etc.	2
396.5A-HNLIW	Hubs - No visible or measurable lubricant showing in the hub - inner wheel	Wheels, Studs, Clamps, Etc.	2
396.5A-HNLOW	Hubs - No visible or measurable lubricant showing in the hub - outer wheel	Wheels, Studs, Clamps, Etc.	2

396.5B-HLIW	Hubs - Oil and/or Grease Leaking from hub - inner wheel	Wheels, Studs, Clamps, Etc.	2
396.5B-HLOW	Hubs - oil and/or Grease Leaking from hub - outer wheel	Wheels, Studs, Clamps, Etc.	2
396.5B-HWSLIW	Hubs - Wheel seal leaking - inner wheel	Wheels, Studs, Clamps, Etc.	2
396.5B-HWSLOW	Hubs - Wheel seal leaking - outer wheel	Wheels, Studs, Clamps, Etc.	2
399.207	Vehicle access requirements violations	Cab, Body, Frame	2
399.211	Inadequate maintenance of driver access	Cab, Body, Frame	2
392.2WC	Wheel (Mud) Flaps missing or defective	Windshield/ Glass/ Markings	1
392.9	Driver may not operate a CMV without proper load securement	General Securement	1
392.9(a)	Failing to secure load	General Securement	1
392.9(a)(1)	Failing to secure cargo as specified in 49 CFR 393.100 through 393.142	General Securement	1
392.9(a)(2)	Failing to secure vehicle equipment	General Securement	1
392.9(a)(3)	Drivers view and/or movement is obstructed	General Securement	1
392.62(c)(1)	Bus - baggage/freight restricts driver oper	General Securement	1
392.62(c)(2)	Bus - Exit(s) obstructed by baggage/freight	General Securement	1
392.62(c)(3)	Passengers not protected from falling baggage	General Securement	1
393.60EWS	Windshield - Obstructed	Windshield/ Glass/ Markings	1
393.60(b)	Each bus and truck shall be equipped with a windshield	Windshield/ Glass/ Markings	1
393.60(c)	Damaged or discolored windshield	Windshield/ Glass/ Markings	1
393.60(d)	Glazing permits < 70% of light	Windshield/ Glass/ Markings	1
393.61	Inadequate or missing truck side windows	Windshield/ Glass/ Markings	1
393.61(a)	Inadequate or missing truck side windows	Windshield/ Glass/ Markings	1
393.62(a)	No or Defective bus emergency exits	Windshield/ Glass/ Markings	1
393.62(b)	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994	Windshield/ Glass/ Markings	1
393.62(c)	No or Defective bus emergency exit windows	Windshield/ Glass/ Markings	1
393.62(d)	No or Defective Safety glass and/or push-out window	Windshield/ Glass/ Markings	1
393.62(e)	No or inadequate bus emergency exit marking	Windshield/ Glass/ Markings	1
393.65	Fuel system requirements	Fuel Systems	1
393.65(b)	Improper location of fuel system	Fuel Systems	1
393.65(c)	Improper securement of fuel tank	Fuel Systems	1
393.65(f)	Improper fuel line protection	Fuel Systems	1
393.67	Fuel tank requirement violations	Fuel Systems	1
393.67(c)(7)	Fuel tank fill pipe cap missing	Fuel Systems	1
393.67(c)(8)	Improper fuel tank safety vent	Fuel Systems	1
393.78	Windshield wipers inoperative/defective	Windshield/ Glass/ Markings	1
393.79	Defroster / Defogger inoperative	Windshield/ Glass/ Markings	1
393.83(a)	Exhaust system location	Exhaust Discharge	1
393.83(b)	Exhaust discharge fuel tank/filler tube	Exhaust Discharge	1
393.83(c)	Improper exhaust-bus (gasoline)	Exhaust Discharge	1
393.83(d)	Improper exhaust-bus (diesel)	Exhaust Discharge	1
393.83(e)	Improper exhaust discharge (not rear of cab)	Exhaust Discharge	1
393.83(f)	Improper exhaust system repair (patch/wrap)	Exhaust Discharge	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	Exhaust Discharge	1
393.83(h)	Exhaust system not securely fastened	Exhaust Discharge	1
393.87	Warning flag required on projecting load	Warning Flags	1
393.87(a)	Warning flag required on projecting load	Warning Flags	1
393.87(b)	Improper warning flag placement	Warning Flags	1
393.100	Failure to prevent cargo shifting	General Securement	1

393.100(a)	No or improper load securement	General Securement	1
393.100(c)	Failure to prevent cargo shifting	General Securement	1
393.104(a)	Inadequate/damaged securement device/system	Securement Device	1
393.104(b)	Damaged securement system/tiedowns	Securement Device	1
393.104(c)	Damaged vehicle structures/anchor points	Securement Device	1
393.104(d)	Damaged dunnage, chocks, cradles, shoring bars, blocking and bracing	Securement Device	1
393.106(a)	No/improper front end structure/headerboard	Securement Device	1
393.110	Failing to meet minimum tiedown requirements	General Securement	1
393.112	Tiedown not adjustable by driver	Securement Device	1
393.114	No/improper front end structure	General Securement	1
393.114(b)(1)	Insufficient height for front-end structure	Securement Device	1
393.114(b)(2)	Insufficient width for front-end structure	Securement Device	1
393.114(d)	Front-end structure insufficient to prevent cargo to pass through it.	Securement Device	1
393.116	No/improper securement of logs	General Securement	1
393.118	No/improper lumber/building materials securement	General Securement	1
393.120	No or improper securement of metal coils	General Securement	1
393.122	No/improper securement of paper rolls	General Securement	1
393.124	No or improper securement of concrete pipe	General Securement	1
393.126	Failure to ensure intermodal container securement	General Securement	1
393.126(b)	Damaged or Missing tiedown or securement device for intermodal containers transported on container chassis vehicle	Securement Device	1
393.126(c)(1)	Lower corners of loaded intermodal container not resting on surface of transporting vehicle (non container chassis)	Securement Device	1
393.128	No/improper securement of vehicles	General Securement	1
393.130	No/improper heavy vehicle/machine securement	General Securement	1
393.132	No/improper securement of crushed vehicles	General Securement	1
393.132(b)	Prohibited use of synthetic webbing.	Securement Device	1
393.134	No/improper securement of roll/hook container	General Securement	1
393.136	No/improper securement of large boulders	General Securement	1

N

Mike England

m: julie@dotchinc.com
Sent: Monday, February 17, 2020 12:04 PM
To: Mike England
Subject: [FWD: Order 40279 was processed successfully.]

----- Original Message -----

Subject: Order 40279 was processed successfully.
From: "The Commercial Vehicle Safety Alliance" <info@cvsa.org>
Date: Sat, February 15, 2020 1:59 pm
To: "mike@dotcompliancehelp.com" <mike@dotcompliancehelp.com>

Thank you for your order, Order #40279.
Click below to view your invoice.

<https://images.membersuite.com/financial/invoice/print?a=21727&i=7BAD43E6-0035-C1EE-D748-68E9C38451B2&l=35108>

Want to view manage your order online?

If you need to check the status of your order, please visit our home page and login to your account:

<https://cvsa.ps.membersuite.com/>

Billing Information

Email Address:

Order Summary

Order #: 40279

Shipping Method:

Grand Total: \$22.50

Amount Paid: \$22.50

Balance Due: \$0.00

Qty	Product	Unit Price	Total
1	April 1, 2018 North American Standard Out-of-Service Criteria (Electronic Publication)	\$22.50	\$22.50
		Subtotal:	\$22.50
		Shipping:	\$0.00
		Taxes:	\$0.00
		Discounts:	\$0.00
		Grand Total:	\$22.50

Thank you for your Order, click below to view your invoice.

<https://images.membersuite.com/financial/invoice/print?a=21727&i=7BAD43E6-0035-C1EE-D748-68E9C38451B2&l=35108>

In trying to help Clussie Bagby in every way I can, I realized he did not have a copy of the CVSA OOS Guide, so went to the CVSA website and ordered one to deliver to him.

Somehow I hit the wrong button and accidentally purchased the OOS guide electronic version and it came up in my email yesterday.

So just now, I took my 2019 OOS guide to the post office and mailed it to Clussie. RCT attached.

Mike England

Mike England, DOT Compliance Help, Inc. - 19 February 2020





GLM Charter Bus Service and Repair

Serving the transportation needs of the greater puget sound area and beyond

5104 85th Ave E #B5 Puallup, WA 98371 Shop: 253-922-9221 Cell: 253-906-5522

5000 Mile

(A) Inspection

Carrier Blessed Lmo RO# 50078
 Unit 9705 Date 1/25/10 Odometer N/A VIN 52046597 LIC 13375K

*****Inside Inspection*****

Sat Unsat

- All Interior Lights
- Passenger seat condition & overhead rack
- All glass for cracks/damage (cap on windshield)
- Check fire extinguisher

Sat Unsat

- Emergency Windows & Hatches
- Clean exhaust fan screen in restroom
- Steering freeplay
- Engine stop fast idle

*****Driver's Area*****

- Horns
- Watch your step sign
- Standee line
- PA system
- Air leak-gauge drop

- Lube accel & brake pedal
- Check driver's seatbelt
- Sun visors

- Low air buzzer & light activate @ 60-70 psi
- Emergency application must apply 60psi or above (except DD3 system)
- Brake leak down test with 100 psi or greater hold pedal at full application for 1 minute

Air pressure MUST NOT drop more than 3 psi

*****Engine Compartment*****

- Fan, AC and Alternator belts
- Radiator mounts & fan blades
- All fluid levels (oil, trans, ~~ps~~ coolant)

- Exhaust leaks
- Fluid leaks TRANS
- AC sump oil

*****Outside Inspection*****

- All exterior lights
- Wipers & washers
- Mirror (Cracks, loose)
- Check mud flaps

- Reflectors
- Fuses & triangles
- Back up horns

*****Tire & Wheel Condition*****

- Hub oil level/cap condition
- Wheel condition
- Tires

- Lug nuts
- Axle hub nuts

RH Axle #1 9/32 psi condition #2 IN 2/32 psi OOS condition #3 7/32 psi G condition
 LH Axle #1 8/32 psi condition #2 IN 3/32 psi F condition #3 10/32 psi G condition
 #2 OUT 1/32 psi OOS condition

Condition: G+Good F=Fair OOS-Out of service

*****Underside Inspection*****

- Grease king pins front/tag
- Tie rods & drag link
- Brake hoses-rubbing cracking
- Fuel tank mounts
- Drain air tanks

- Grease all fittings
- Sway bars & links
- Fluid leaks
- Muffler clamps & connections
- Fuel filters
- Check driveline

OOS - cracked & leaking

*****Brake Adjustments*****

RH Axle 1 measurement 50% " Axle 2 measurement 60% " Axle 3 measurement 30% "
 LH Axle 1 measurement 50% " Axle 2 measurement 60% " Axle 3 measurement 30% "

*****Last*****

- Clean condenser & radiator

Signature

[Signature]

Print

Roman Ruiz

Signature

[Signature]

Print

G. Miller

GLM Charter Bus Service Repair

Serving the transportation needs of the greater puget sound area and beyond

5104 85th Ave E #B5 Puayllup, WA, 98371 Shop: 253-922-9221 Cell: 253-906-5522

10,000 Mile

Carrier Blessed Lino

(B) Inspection

Unit 9785 Date 1/25/2020 Odometer 1200 VIN 46577 RO# 52078
 LICWA-C18375K

- | | | | | | |
|---|--------------------------|---|--------------------------|------------------------------------|--------------------------|
| Sat | Unsat | Sat | Unsat | Sat | Unsat |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Fuel filter | | "C" Inspection | | Engine hours | |
| <input checked="" type="checkbox"/> Change oil filter | | <input type="checkbox"/> "D" Inspection | | <input type="checkbox"/> PTO hours | |
| <input checked="" type="checkbox"/> Change oil with <u>Walmart 15-40</u> (Type) | | | | <input type="checkbox"/> A/C Hours | |
| <input type="checkbox"/> Oil Analysis 10,000 all types (with type _____) | | Miles on oil _____ | | | |

*****Outside*****

- | | | | |
|--|-------------------------------------|---|--------------------------|
| Sat | Unsat | Sat | Unsat |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Snow chain condition | | Grease fittings-idler pulleys | |
| <input checked="" type="checkbox"/> Extra belts | | <input checked="" type="checkbox"/> Bay doors-loose nuts, bolts, struts & cables | |
| *****Batteries***** | | | |
| <input checked="" type="checkbox"/> Voltage @ reg board=27.7 | | <input type="checkbox"/> Battery with Hydrometer | |
| <input checked="" type="checkbox"/> Battery water level | | <input checked="" type="checkbox"/> Check equalizer | |
| <input checked="" type="checkbox"/> Check and tighten all battery connections | | <input type="checkbox"/> Load test batteries | |
| <input type="checkbox"/> Lube rails | | <input type="checkbox"/> Bow out evaporator filter | |
| *****A/C***** | | | |
| <input checked="" type="checkbox"/> A/C comp sump oil level | | <input checked="" type="checkbox"/> A/C comp-excess vibration | |
| <input checked="" type="checkbox"/> Freon levels & condenser motors | | <input checked="" type="checkbox"/> A/C comp lines-freon leakage | |
| <input checked="" type="checkbox"/> Defroster motors: hi & low speed, vibrations / noise | | <input checked="" type="checkbox"/> Evaporate motor | |
| *****Undercoach***** | | | |
| <input checked="" type="checkbox"/> Check Fuel tanks for leaks | | <input type="checkbox"/> Grease all fittings | |
| <input checked="" type="checkbox"/> Front wheel-loose brg. & king pin | | <input checked="" type="checkbox"/> Check all engine & trans mounts | |
| <input checked="" type="checkbox"/> Inspect air bellows-rubs & cracks | | <input checked="" type="checkbox"/> Check all water pipes for rubbing | |
| <input checked="" type="checkbox"/> Inspect radius rod bushing/ bolt/ shock | | <input checked="" type="checkbox"/> Remove magnetic plug on differential
& report excess metal on plug | |
| <input type="checkbox"/> Pull floors and inspect top of engine, transmission, etc | | <input checked="" type="checkbox"/> Radiators | |
| *****Steam Clean***** | | | |
| <input checked="" type="checkbox"/> Engine Compartment | | | |
| <input type="checkbox"/> A/C condenser & compartment | | | |

Signature [Handwritten Signature]
 Signature _____

Print Rouven Ruiz
 Print E. Miller

Instructions to CMV operator: Check any defective item observed or reported to you and give details under "Remarks".

DATE: _____

Vehicle Number: _____

_____ Service brakes

_____ Parking Brake

_____ Steering mechanism

_____ Lighting devices and reflectors

_____ Tires

_____ Horn

_____ Windshield Wipers

_____ Rear View Mirrors

_____ Coupling devices (If applicable)

_____ Wheels and rims

_____ Emergency equipment (fire extinguisher and triangles)

_____ Emergency exits

Next Scheduled service (date) _____

Comments: _____

Driver signature: _____ date: _____

_____ Above defects corrected

_____ Above defects need not be corrected for safe operation of CMV

Signature of mechanic or motor carrier official: _____ date: _____

**Periodic Inspector Qualification
CERTIFICATION**

I, JOSE LUIS TORRES AT, hereby certify that I am knowledgeable in the requirements for performing an annual vehicle inspection and I can identify defective components in compliance with the regulations of the U.S. Department of Transportation for annual vehicle inspections contained in 49 CFR Part 396 Appendix G. I hereby agree to comply with all such regulations governing annual vehicle inspections.

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

- Successfully completed a state or federal sponsored training program, which qualifies me to perform a commercial vehicle safety inspection.
- One year of training and/or experience in truck manufacturer of similar commercially sponsored training designed to train in truck operation and maintenance.
- One year experience as a mechanic or inspector in a motor carrier maintenance program.
- One year experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company, or similar facility.
- One year experience as a commercial vehicle inspector for a state, provincial or federal government.

JOSE LUIS TORRES AT
Signature of Mechanic/Inspector

I, MARC EISBERN, hereby certify that JOSE LUIS TORRES has met the requirements for a qualified inspector to perform the annual vehicle inspection in compliance with the regulations of the U.S. Department of Transportation for qualified inspectors contained in 49 CFR Part 396.19.

Dated this 15th day of September, 2019.

[Signature]
Signature of Owner/Supervisor

BRAKE INSPECTOR'S CERTIFICATION

Name of Brake Inspector: JOSE LUIS TORRES AT Date 9/15/2019
(Print)

And I hereby certify I am a Qualified Brake Inspector by the following criteria set forth under 396.25:

And I am knowledgeable of and have mastered the methods, procedures, tools, and equipment used when performing an assigned brake service or inspection task;

And I am capable of performing the assigned brake service or inspection by reason of experience, training, or both as follow:

Or I have successfully completed an apprenticeship program sponsored by a state, Canadian province, federal agency, or labor union, or a training program approved by a state, provincial, or federal agency, or have a certificate from or Canadian province which qualifies me to perform the assigned brake service or inspection task (including passage of Commercial Driver's License air brake tests in the case of a brake inspection);

Or

Or I have brake-related training or experience or a combination thereof totaling at least one year. The training consisted of:

Or Participation in a training program sponsored by a brake or vehicle manufacturer or similar commercial training program designed to train students in brake maintenance or inspection similar to the assigned brake service or inspection task;

Or

Or I have experience performing brake maintenance or inspection similar to the assigned service or inspection task at a commercial garage, fleet leasing company, or similar facility.

Signature of Brake Inspector: JOSE LUIS TORRES AT Date: 9/15/2019

I, _____, understand, under FMCSR 396.25 that no motor carrier shall employ
(Carrier official)
any person as a brake inspector unless evidence of the inspector's qualifications, required under this section, is maintained by the motor carrier at its principal place of business, or at the location at which the brake inspector is employed. The evidence must be maintained for the period during which the brake inspector is employed in that capacity and for one year thereafter. However, motor carriers do not have to maintain evidence of qualifications to inspect air brake systems for such inspections performed by persons who have passed the air brakes knowledge and skills test for a Commercial Driver's License.

Motor Carrier Name: _____ Date: _____

Carrier Official: _____ Title: _____

INSPECTOR QUALIFICATIONS

Certification — 49 CFR — Part 396.19

Motor carriers are responsible for ensuring that individual(s) performing an annual inspection under 396.19 are qualified as follows:

- Understands the inspection criteria set forth in Part 393 and Appendix G and can identify defective components
- Is knowledgeable of and has mastered the methods, procedures, tools and equipment used when performing an inspection
- Is capable of performing an inspection by reason of experience, training, or both, and qualifies in one of the following categories (check all that apply):
 - I. Successfully completed a State or Federal training program or has certificate from a State or Canadian Province which qualifies the person to perform commercial vehicle safety inspections. Specify:

or

- II. Have a combination of training or experience totaling at least one year as follows (check all that apply):

- A. Participation in a truck manufacturer-sponsored training program or similar commercial training program designed to train students in truck operation and maintenance. Where and Date:

Bates Voc. Tech. Tacoma, WA (CBC) '87, '98, 2008

- B. 15+ (years) experience as a mechanic or inspector in a motor carrier maintenance program. Name and Date:

WF Truck Repair Kent - Totem Coaches, Edgewood, WA
1983-1990 / 1996-1998 / 2002 - present

- C. 30+ (years) experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company, or similar facility. Name of Facility and Dates:

- Same as Above -

- D. _____ (years) experience as a commercial vehicle inspector for a State, Provincial, or Federal Government. Where and Dates:

I certify the above information is true and accurate to the best of my knowledge.

Employee

Gary Miller
Signature of Mechanic/Inspector

June 10, 2012
Date

Motor Carrier/Company

Signature of Employer/Supervisor

Date

Evidence of Inspector Qualifications are on file at:

GLM Charter Bus Srvce & Repair, Inc Puyallup, WA

**Periodic Inspector Qualification
CERTIFICATION**

I, Gary L. Miller, hereby certify that I am knowledgeable in the requirements for performing an annual vehicle inspection and I can identify defective components in compliance with the regulations of the U.S. Department of Transportation for annual vehicle inspections contained in 49 CFR Part 396 Appendix G. I hereby agree to comply with all such regulations governing annual vehicle inspections.

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

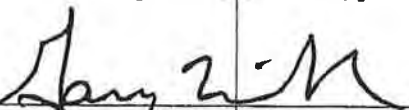
Successfully completed a state or federal sponsored training program, which qualifies me to perform a commercial vehicle safety inspection.

One year of training and/or experience in truck manufacturer of similar commercially sponsored training designed to train in truck operation and maintenance.

One year experience as a mechanic or inspector in a motor carrier maintenance program.

One year experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company, or similar facility.

One year experience as a commercial vehicle inspector for a state, provincial or federal government.


Signature of Mechanic/Inspector

I, Robin L. Miller, hereby certify that Gary L. Miller has met the requirements for a qualified inspector to perform the annual vehicle inspection in compliance with the regulations of the U.S. Department of Transportation for qualified inspectors contained in 49 CFR Part 396.19.

Dated this 10th day of June, 2012.


Signature of Owner/Supervisor

P

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CRF 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12/3/19

VEHICLE NUMBER: 181

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

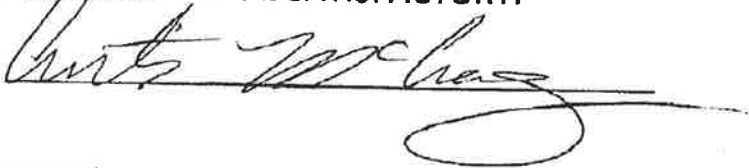
EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: 

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CFR 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12/6/19

VEHICLE NUMBER: 181

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: *Ante McLary*

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CFR 396.11 Requirement

Driver Instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12/13/19

VEHICLE NUMBER: 181

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: *Curtis McHenry*

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CRF 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12/17/19

VEHICLE NUMBER: 181

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: *Curtis McHenry*

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CRF 396.11 Requirement

Driver Instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12-27-2019

VEHICLE NUMBER: 9875

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: [Signature]

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2013

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CFR 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12-28-2019

VEHICLE NUMBER: 9875

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: [Signature]

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CFR 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12-30-2019

VEHICLE NUMBER: 9875

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

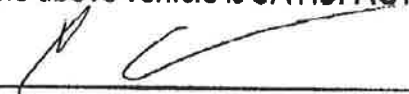
EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature: 

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Blessed Transportation
15 S Grady Way Ste 634
Renton, Washington 98057
Driver Vehicle Inspection Report (DVIR)

See 49 CRF 396.11 Requirement

Driver instruction: Check any defective item that was observed by or reported to you and give details under "Remarks".

DATE: 12/20/19

VEHICLE NUMBER: 191

SERVICE BRAKES, PARKING BRAKE

WINDSHIELD WIPERS

TIRES

MIRRORS

LIGHTS

COUPLING DEVICES

HORN

WHEELS & RIMS

ANNUAL INSPECTION

EMERGENCY EQUIPMENT

SCHEDULED INSPECTION

OTHER

REMARKS:

Condition of the above vehicle is SATISFACTORY.

Driver's Signature Curtis McLarry

Above defects corrected

Above defects need not be corrected for safe operation of vehicle.

Mechanic's or carrier official's signature certifying repairs:

_____ Date _____

Next day driver's signature:

_____ Date _____

(Note: The motor carrier will maintain the original driver vehicle inspection report, the certification of repairs and the certification of the driver's review for 3 months from the date the written report was prepared.) WUTC April 2015

Q

Unit #	Vehicle Type	Year	Make	Model	passenger capacity	Vehicle ID Number (VIN)	Licence Plate #	License Plate State	Annual Inspection
9785	Motor Coach	2005	Vanhool	C2045	57	YE2CC16B252046577	C13375K	WA	Apr-20
181	Motor Coach	2005	Vanhool	C2045	57	YE2CC16B252046594	BPM6944	WA	Oct-19

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
2020005	9785
DATE	12/4/19

FOR CARRIER OPERATOR

BLESSED LIMOUSINE, INC

ADDRESS
15 So Greedy Way

CITY, STATE, ZIP CODE
Renton, WA 98057

VEHICLE TYPE TRACTOR TRAILER TRUCK BUS
 (OTHER)

INSPECTOR'S NAME (PRINT OR TYPE)
Steve At

THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19
 YES

VEHICLE IDENTIFICATION (VIN AND COMPLETE) LIC. PLATE NO. VIN OTHER
VE7CC16B252846577

INSPECTION AGENCY/LOCATION (OPTIONAL)
Seattle

VEHICLE COMPONENTS INSPECTED											
OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
<input checked="" type="checkbox"/>			1. BRAKE SYSTEM	<input checked="" type="checkbox"/>			6. SAFE LOADING	<input checked="" type="checkbox"/>			10. TIRES
<input checked="" type="checkbox"/>			a. Service Brakes	<input checked="" type="checkbox"/>			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.	<input checked="" type="checkbox"/>			a. Tires on any steering axle of a power unit.
<input checked="" type="checkbox"/>			b. Parking Brake System	<input checked="" type="checkbox"/>			b. Protection against shifting cargo.	<input checked="" type="checkbox"/>			b. All other tires.
<input checked="" type="checkbox"/>			c. Brake Drums or Rotors	<input checked="" type="checkbox"/>			c. Container securement devices on intermodal equipment.	<input checked="" type="checkbox"/>			c. Installation of speed-restricted tires unless specifically designated by motor carrier.
<input checked="" type="checkbox"/>			d. Brake Hose	<input checked="" type="checkbox"/>			7. STEERING MECHANISM	<input checked="" type="checkbox"/>			11. WHEELS AND RIMS
<input checked="" type="checkbox"/>			e. Brake Tubing	<input checked="" type="checkbox"/>			a. Steering Wheel Free Play	<input checked="" type="checkbox"/>			a. Lock or Side Ring
<input checked="" type="checkbox"/>			f. Low Pressure Warning Device	<input checked="" type="checkbox"/>			b. Steering Column	<input checked="" type="checkbox"/>			b. Wheels and Rims
<input checked="" type="checkbox"/>			g. Tractor Protection Valve	<input checked="" type="checkbox"/>			c. Front Axle Beam and All Steering Components Other Than Steering Column	<input checked="" type="checkbox"/>			c. Fasteners
<input checked="" type="checkbox"/>			h. Air Compressor	<input checked="" type="checkbox"/>			d. Steering Gear Box	<input checked="" type="checkbox"/>			d. Welds
<input checked="" type="checkbox"/>			i. Electric Brakes	<input checked="" type="checkbox"/>			e. Pitman Arm	<input checked="" type="checkbox"/>			12. WINDSHIELD GLAZING
<input checked="" type="checkbox"/>			j. Hydraulic Brakes	<input checked="" type="checkbox"/>			f. Power Steering	<input checked="" type="checkbox"/>			Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
<input checked="" type="checkbox"/>			k. Vacuum Systems	<input checked="" type="checkbox"/>			g. Ball and Socket Joints	<input checked="" type="checkbox"/>			13. WINDSHIELD WIPERS
<input checked="" type="checkbox"/>			l. Antilock Brake System	<input checked="" type="checkbox"/>			h. Tie Rods and Drag Links	<input checked="" type="checkbox"/>			Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
<input checked="" type="checkbox"/>			m. Automatic Brake Adjusters	<input checked="" type="checkbox"/>			i. Nuts	<input checked="" type="checkbox"/>			14. MOTORCOACH SEATS
<input checked="" type="checkbox"/>			2. COUPLING DEVICES	<input checked="" type="checkbox"/>			j. Steering System	<input checked="" type="checkbox"/>			Any passenger seat that is not securely fastened to the vehicle structure.
<input checked="" type="checkbox"/>			a. Fifth Wheels	<input checked="" type="checkbox"/>			8. SUSPENSION	<input checked="" type="checkbox"/>			15. OTHER
<input checked="" type="checkbox"/>			b. Pintle Hooks	<input checked="" type="checkbox"/>			a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.	<input checked="" type="checkbox"/>			List any other condition(s) which may prevent safe operation of this vehicle.
<input checked="" type="checkbox"/>			c. Drawbar/Towbar Eye	<input checked="" type="checkbox"/>			b. Spring Assembly	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			d. Drawbar/Towbar Tongue	<input checked="" type="checkbox"/>			c. Torque, Radius or Tracking Components	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			e. Safety Devices	<input checked="" type="checkbox"/>			9. FRAME	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			f. Saddle-Mounts	<input checked="" type="checkbox"/>			a. Frame Members	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			3. EXHAUST SYSTEM	<input checked="" type="checkbox"/>			b. Tire and Wheel Clearance	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.	<input checked="" type="checkbox"/>			c. Adjustable Axle Assemblies (Sliding Subframes)	<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			b. Bus exhaust system leaking or discharging in violation of standard.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply or any combustible part of the motor vehicle.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			4. FUEL SYSTEM	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			a. Visible leak.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			b. Fuel tank filler cap missing.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			c. Fuel tank securely attached.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			5. LIGHTING DEVICES	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			All lighting devices and reflectors required by Part 393 shall be operable.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION. OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY. REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION ACCORDANCE WITH 49 CFR PART 396.

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
2020 075	9785
DATE	4-3-2020

MOTOR CARRIER OPERATOR Blessed Limousine INC	INSPECTOR'S NAME (PRINT OR TYPE) Steven Montgomery
ADDRESS 3932 62ND Avenue Ct E	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 356.19 <input checked="" type="checkbox"/> YES
CITY, STATE, ZIP CODE FIFE WA 98424	VEHICLE IDENTIFICATION (✓ AND COMPLETE) <input type="checkbox"/> LIC. PLATE NO. <input checked="" type="checkbox"/> VIN <input type="checkbox"/> YE2CC16B252046577
VEHICLE TYPE <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input checked="" type="checkbox"/> BUS <input type="checkbox"/> (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
<input checked="" type="checkbox"/>			1. BRAKE SYSTEM	<input checked="" type="checkbox"/>			6. SAFE LOADING	<input checked="" type="checkbox"/>			10. TIRES
<input checked="" type="checkbox"/>			a. Service Brakes	<input checked="" type="checkbox"/>			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.	<input checked="" type="checkbox"/>			a. Tires on any steering of a power unit.
<input checked="" type="checkbox"/>			b. Parking Brake System	<input checked="" type="checkbox"/>			b. Protection against shifting cargo.	<input checked="" type="checkbox"/>			b. All other tires.
<input checked="" type="checkbox"/>			c. Brake Drums or Rotors	<input checked="" type="checkbox"/>			c. Container securement devices on intermodal equipment.	<input checked="" type="checkbox"/>			c. Installation of speed restricted tires unless specifically designa motor carrier.
<input checked="" type="checkbox"/>			d. Brake Hose	<input checked="" type="checkbox"/>			7. STEERING MECHANISM	<input checked="" type="checkbox"/>			11. WHEELS AND RIMS
<input checked="" type="checkbox"/>			e. Brake Tubing	<input checked="" type="checkbox"/>			a. Steering Wheel Free Play	<input checked="" type="checkbox"/>			a. Lock or Side Ring
<input checked="" type="checkbox"/>			f. Low Pressure Warning Device	<input checked="" type="checkbox"/>			b. Steering Column	<input checked="" type="checkbox"/>			b. Wheels and Rims
<input checked="" type="checkbox"/>			g. Tractor Protection Valve	<input checked="" type="checkbox"/>			c. Front Axle Beam and All Steering Components Other Than Steering Column	<input checked="" type="checkbox"/>			c. Fasteners
<input checked="" type="checkbox"/>			h. Air Compressor	<input checked="" type="checkbox"/>			d. Steering Gear Box	<input checked="" type="checkbox"/>			d. Welds
<input checked="" type="checkbox"/>			i. Electric Brakes	<input checked="" type="checkbox"/>			e. Pitman Arm	<input checked="" type="checkbox"/>			12. WINDSHIELD GLAZING
<input checked="" type="checkbox"/>			j. Hydraulic Brakes	<input checked="" type="checkbox"/>			f. Power Steering	<input checked="" type="checkbox"/>			Requirements and exc as stated pertaining to crack, discoloration or reducing matter (refer 393.60 for exceptions)
<input checked="" type="checkbox"/>			k. Vacuum Systems	<input checked="" type="checkbox"/>			g. Ball and Socket Joints	<input checked="" type="checkbox"/>			13. WINDSHIELD WIPER
<input checked="" type="checkbox"/>			l. Antilock Brake System	<input checked="" type="checkbox"/>			h. Tie Rods and Drag Links	<input checked="" type="checkbox"/>			Any power unit than inoperative wiper, or r or damaged parts that it ineffective.
<input checked="" type="checkbox"/>			m. Automatic Brake Adjusters	<input checked="" type="checkbox"/>			i. Nuts	<input checked="" type="checkbox"/>			14. MOTORCOACH SEATING
			2. COUPLING DEVICES				j. Steering System	<input checked="" type="checkbox"/>			Any passenger seat t not securely fastened vehicle structure.
			a. Fifth Wheels	<input checked="" type="checkbox"/>			8. SUSPENSION	<input checked="" type="checkbox"/>			15. OTHER
			b. Pintle Hooks	<input checked="" type="checkbox"/>			a. Any U-bol(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.				List any other conditi which may prevent sa operation of this vehi
			c. Drawbar/Towbar Eye	<input checked="" type="checkbox"/>			b. Spring Assembly				
			d. Drawbar/Towbar Tongue	<input checked="" type="checkbox"/>			c. Torque, Radius or Tracking Components				
			e. Safety Devices	<input checked="" type="checkbox"/>			9. FRAME				
			f. Saddle-Mounts	<input checked="" type="checkbox"/>			a. Frame Members				
			3. EXHAUST SYSTEM				b. Tire and Wheel Clearance				
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.	<input checked="" type="checkbox"/>			c. Adjustable Axle Assemblies (Sliding Subframes)				
			b. Bus exhaust system leaking or discharging in violation of standard.	<input checked="" type="checkbox"/>							
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.	<input checked="" type="checkbox"/>							
			4. FUEL SYSTEM								
			a. Visible leak.	<input checked="" type="checkbox"/>							
			b. Fuel tank filler cap missing.	<input checked="" type="checkbox"/>							
			c. Fuel tank securely attached.	<input checked="" type="checkbox"/>							
			5. LIGHTING DEVICES								
			All lighting devices and reflectors required by Part 393 shall be operable.	<input checked="" type="checkbox"/>							

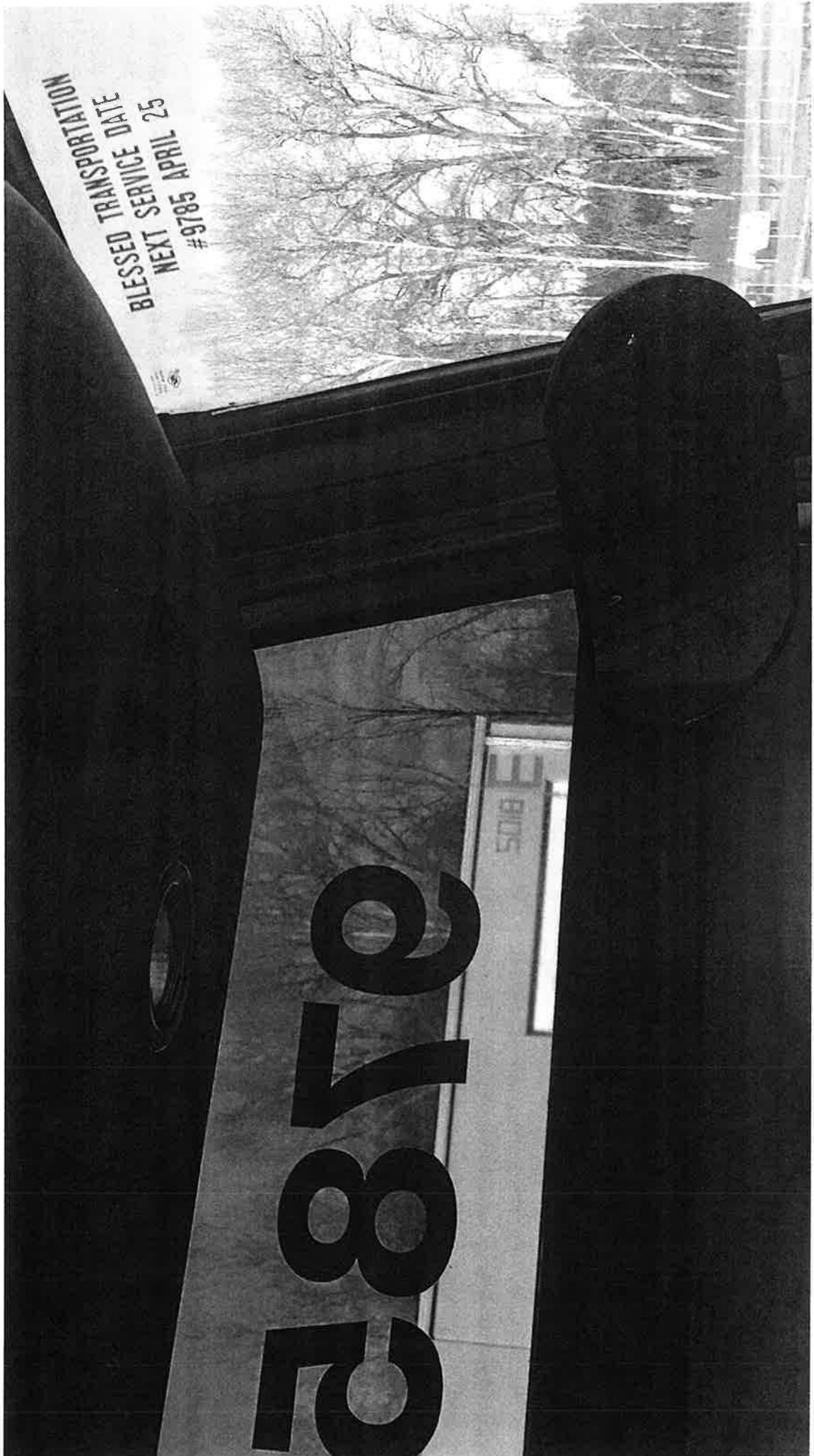
INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: OK X NEEDS REPAIR NA IF ITEMS DO NOT APPLY. REPAIR

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION ACCORDANCE WITH 49 CFR PART 396.

NOTIFICATION
BLESSED TRANSPORTATION
NEXT SERVICE DATE
#9785 APRIL 25

9785

SEATS



9785

BLESSED TRANSPORTATION

USDOT 2822783
MC 041978

Maintenance folder bus #9785 items #1 and #2

Bus #9785

Year – 2005

Make – Van Hool

Model – C2045

VIN - YE2CC16B252046577

Tire size – 22.5

Maint., Schedule:

- A inspection / Service each 90 days (see attached list of checks comprising A service)
- B Inspection and DOT Annual inspection each 6 months (see example B Service)

R

Maintenance folder bus #181 items #1 and #2

Bus #181

Year – 2005

Make – Van Hool

Model – C2045

VIN - YE2CC16B252046594

Tire size – 22.5

Maint., Schedule:

- A inspection / Service each 90 days (see attached list of checks comprising A service)
- B Inspection and DOT Annual inspection each 6 months (see example B Service)

181

C2045

BLESSED TRANSPORTATION

USDOT 2822783
MC 041978





ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
42578405	181
DATE October 8, 2019	

MOTOR CARRIER OPERATOR
Blessed Limosine
3932 62nd Ct. E.
Fife, Wa, 98424

VEHICLE TYPE TRACTOR TRAILER TRUCK BUS
 (OTHER)

INSPECTOR'S NAME (PRINT OR TYPE)
Roman Ruiz

THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19.
 YES

VEHICLE IDENTIFICATION (✓ AND COMPLETE) LIC. PLATE NO. VIN OTHER
wa-BPM6944 • YE2CC16B252076594

INSPECTION AGENCY/LOCATION (OPTIONAL)
GLM Charters

VEHICLE COMPONENTS INSPECTED											
OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
✓			1. BRAKE SYSTEM				6. SAFE LOADING	✓			10. TIRES
✓			a. Service Brakes				a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.	✓			a. Tires on any steering axle of a power unit.
✓			b. Parking Brake System	✓			b. Protection against shifting cargo.	✓			b. All other tires.
✓			c. Brake Drums or Rotors				c. Container securement devices on intermodal equipment.	N/A			11. WHEELS AND RIMS
✓			d. Brake Hose					✓			a. Lock or Side Ring
✓			e. Brake Tubing	✓				✓			b. Wheels and Rims
✓			f. Low Pressure Warning Device					✓			c. Fasteners
N/A			g. Tractor Protection Valve								d. Welds
✓			h. Air Compressor	N/A							12. WINDSHIELD GLAZING
✓			i. Electric Brakes								Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
N/A			j. Hydraulic Brakes								13. WINDSHIELD WIPERS
✓			k. Vacuum Systems	✓							Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			2. COUPLING DEVICES				7. STEERING MECHANISM	✓			14. OTHER
			a. Fifth Wheels				a. Steering Wheel Free Play				List any other condition(s) which may prevent safe operation of this vehicle.
			b. Pintle Hooks				b. Steering Column				Emergency Window
			c. Drawbar/Towbar Eye	✓			c. Front Axle Beam and All Steering Components Other Than Steering Column				Driver/Passenger Seat belt
			d. Drawbar/Towbar Tongue	✓			d. Steering Gear Box				
			e. Safety Devices	✓			e. Pitman Arm				
			f. Saddle-Mounts	✓			f. Power Steering				
			3. EXHAUST SYSTEM	✓			g. Ball and Socket Joints				
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.	✓			h. Tie Rods and Drag Links				
			b. Bus exhaust system leaking or discharging in violation of standard.	✓			i. Nuts				
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.	✓			j. Steering System				
			4. FUEL SYSTEM	N/A			8. SUSPENSION	✓			
			a. Visible leak.				a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.				
			b. Fuel tank filler cap missing.	✓			b. Spring Assembly				
			c. Fuel tank securely attached.	✓			c. Torque, Radius or Tracking Components				
			5. LIGHTING DEVICES				9. FRAME				
			All lighting devices and reflectors required by Part 393 shall be operable.	N/A			a. Frame Members				
							b. Tire and Wheel Clearance				
							c. Adjustable Axle Assemblies (Sliding Subframes)				

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

400-FS-C

VEHICLE IDENTIFICATION

VAN HOOB 2045
MAKE

YE2CC16B2520416594
SERIAL NUMBER

2005
YEAR

22.5
TIRE SIZE

Blessed Linousia #181
COMPANY NUMBER/OTHER I.D.

OWNER, IF LEASED

**ES
Emergency
Exits
Inspection**

OPERATION	Dates - Inspection Due Every 90 Days							
CHECK PUSHOUT WINDOWS	CB 1-6-2020							
EMERGENCY DOORS	CB 1-6-2020							
EMERGENCY DOOR LIGHTS	CB 1-6-2020							

S

BLESSED LIMOUSINE INC- DOT #2822783
15 S GRADY WAY - RENTON, WA 98057
TEL. 206-579-5911

Date: 11 May 2020

TO: All drivers and employees of Blessed Limousine Inc.

Effective immediately:

We had a little trouble with a compliance review a few months ago, as you surely have learned.

One of the problems the investigator had was the way we were keeping track of hours of service.

In the past we had a graph grid sheet with start time and end time for each day driving a Blessed Limousine commercial motor vehicle.

What they really wanted to see was Start time, Stop time, and Total hours worked for any day in which ANY CMV operation takes place, and number of hours any day not worked.

That's a little over-simplified, but I just want us to understand, we have to be more careful in future to keep track of Hours of service and do it the right way.

We are going to do some driver training when we have a few more drivers to work with, but in the meantime, this is the policy I need for everyone to understand.

Each day you drive a CMV for us, we need to know start time, stop time and total hours that day, and we need to know how many hours you worked each day for the most-recent 7 days, and what time you got off work the day before.

Some sample documents are attached.

The most important thing we are trying to accomplish is this; we don't want to ever put a driver on the road in one of our motor coaches that is too tired or too sick to drive.

If you were working at a different job until midnight on Monday night, we don't want to dispatch you earlier than 8 am on Tuesday – this is an example of why you need to fill out that form including what time you were released from duty the day before.

If, at the end of the month, if we have to ask for something to be corrected or ask for more information, this is the reason why. We want to be sure we always have drivers that are within the legal limit on hours of service, and we have the documents to prove it.

We appreciate your cooperation. This is a DRAFT policy, so if you have a suggestion about how we might do something better, let me know; your idea might result in a change or addition to this policy.


70 - Blessed Limousine HOS policy

We have set up an account with Keep Truckin – the documents created by this system will be our primary Records of Duty Status – like the old-fashioned drivers logs but done by the computer.

Everyone has to do the online training with Keep Truckin so we know how to use it.

We are also going to start carrying a "Trip sheet" for each dispatched trip. At the end of the charter, we will get the customer to sign the trip sheet.

This is a new system for everyone, so be patient if we have to make adjustments at first. We need to have a good system for this, both to satisfy the DOT and to make sure we get enough rest and don't drive too many hours, and most of all, to help us be safe.

 5-11-2020

Clussie Bagby, (PRESIDENT)

BLESSED LIMOUSINE, INC. DOT # 2822783

T



DRIVER'S DAILY LOG

USA Property 100 Air-Mile

May 08, 2020

Driver	clussie bagby	ID	clussie1	Co-Drivers	
Distance		Vehicles	181	Trailers	
Carrier	BLESSED LIMOUSINE INC	Main Office	15 S GRADY WAY, RENTON, WA, 98057		
Shipping Docs					

Shipping Docs														Recap														
M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11	M				
OFF	[Bar chart showing OFF status from 12:00 AM to 8:00 AM]													16.00	5/02	0.00												
D	[Bar chart showing D status from 8:00 AM to 4:00 PM]													00.00	5/03	0.00												
ON	[Bar chart showing ON status from 4:00 PM to 12:00 AM]													08.00	5/04	0.00												
																										<u>24.00</u>	5/05	0.00
																											5/06	0.00
																											5/07	0.00

No.	Status	Start (PDT)	Duration	Location	Notes		
1	Off Duty	12:00 AM	8 hr	Kent, WA			
2	On Duty	8:00 AM	8 hr	Seattle, WA	Pre-Trip Inspection		
3	Off Duty	4:00 PM	8 hr				
						Total Hours Last 6 Days	0.00
						Hrs Worked Today	8.00

I certify that these entries are true and correct



 Driver Signature



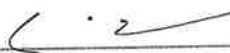
DRIVER'S VEHICLE INSPECTION REPORT

May 08, 2020
08:00 AM PDT

Driver	clussie bagby	Carrier	BLESSED LIMOUSINE INC
Odometer	713,000	Location	Seattle WA
Vehicle	181		
No Defects Found			

Vehicle Condition Satisfactory

I declare that this vehicle has been inspected in accordance with the applicable requirements.



 Driver Signature



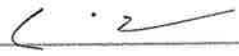
DRIVER'S VEHICLE INSPECTION REPORT

May 08, 2020
04:00 PM PDT

Driver clussie bagby	Carrier BLESSED LIMOUSINE INC
Odometer 716,000	Location Seattle, WA
Vehicle 181	
No Defects Found	

Vehicle Condition Satisfactory

I declare that this vehicle has been inspected in accordance with the applicable requirements.



Driver Signature



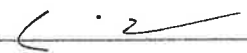
DRIVER'S VEHICLE INSPECTION REPORT

May 08, 2020
16:00 pm PDT

Driver clussie bagby	Carrier BLESSED LIMOUSINE INC
Odometer 716000	Location Seattle, WA
Vehicle 181	
No Defects Found	

Vehicle Condition Satisfactory

I declare that this vehicle has been inspected in accordance with the applicable requirements.



Driver Signature 5/11/2020



DRIVER'S VEHICLE INSPECTION REPORT

May 08, 2020
08:00 am PDT

Driver clussie bagby	Carrier BLESSED LIMOUSINE INC
Odometer 713000	Location Seattle WA
Vehicle 181	
No Defects Found	

Vehicle Condition Satisfactory

I declare that this vehicle has been inspected in accordance with the applicable requirements.

Driver Signature 5/11/2020

HOURS OF SERVICE RECORD (7 DAY SHEET)


FOR FIRST TIME OR INTERMITTENT DRIVERS

On the first day you drive, you must fill out this form to record all work from the previous week done for direct or indirect compensation.

Name: <i>Clossie Bagby</i>	Employee ID#: <i>1943</i>	Location: <i>Renton</i>
-------------------------------	------------------------------	----------------------------

Date	Total Time on Duty	Time Relieved from duty
(7 days ago) <i>5-5</i>	<i>5</i>	not applicable
(6 days ago) <i>5-6</i>	<i>4</i>	not applicable
(5 days ago) <i>5-7</i>	<i>6</i>	not applicable
(4 days ago) <i>5-8</i>	<i>8</i>	not applicable
(3 days ago) <i>5-9</i>	<i>4</i>	not applicable
(2 days ago) <i>5-10</i>	<i>6</i>	not applicable
(Yesterday) <i>5-11</i>	<i>12</i>	<i>12 AM</i>
(Today's Date)		not applicable

I hereby certify that the information contained hereon is true and to the best of my knowledge and belief, and that my last period of release from duty was:

From (Date) <i>5-11</i>	To (Date) <i>5-11</i>
Signature 	Date <i>5-12</i>
	Time <i>2pm</i>

C1



December

2019

Blessed Transportation
15 S Grady Way Ste 634
Renton, WA 98057

CHARTERS

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Charter: Salty's 2:30-9:30pm Curtis	4	5	6 Charter: Everett 1:40-10:00pm Curtis	7
8	9	10	11	12	13 Charter: 12:30-6:00pm Curtis	14
15	16	17	18	19 Charter 1:00pm-6pm Deryl	20 Charter: Ocean 1:00pm-7pm Curtis 2:00pm-6pm Deryl	21
22	23	24	25	26 2:00pm-6:pm Deryl	27 Charter: Salty's 2:00-10:00pm Clussie 2:00pm-6pm Deryl	28 Charter: 1:00-9:00pm Clussie
29	30 Charter: 12:00-2:00pm Clussie	31				

Tours Driver's Weekly Timesheet

Driver Name: _____

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday					
Tuesday					
Wednesday					
Thursday					
Friday					
Saturday					
Sunday					
Total Hours for the week					

Total Hours Worked with Blessed this week =

Total Hours Worked Apart from Blessed (any other jobs) this week =

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature _____ Date _____

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week

Tours Driver's Weekly Timesheet

Driver Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-2	2pm	6pm	4	
Tuesday	12-3			0	
Wednesday	12-4	1pm	7pm	6	
Thursday	12-5	3pm	7pm	4	
Friday	12-6	2pm	4pm	2	
Saturday	12-7			0	
Sunday	12-8			0	
Total Hours for the week					

Total Hours Worked with Blessed this week =

16

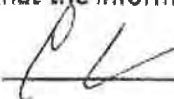
Total Hours Worked Apart from Blessed (any other jobs) this week =

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature

 Clussie Bagby

Date 12-14-19

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week

Tours Driver's Weekly Timesheet

Driver Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-9			0	
Tuesday	12-10	12pm	2pm	2	
Wednesday	12-11	1pm	4pm	3	
Thursday	12-12			0	
Friday	12-13	11am	7pm	8	
Saturday	12-14			0	
Sunday	12-15			0	
Total Hours for the week					

Total Hours Worked with Blessed this week =

13

Total Hours Worked Apart from Blessed (any other jobs) this week =

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature  Date 12-17-19

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week
- Driver's logs should be submitted within 48 hours of your completion

Tours Driver's Weekly Timesheet

Driver Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-16	12pm	6pm	4	
Tuesday	12-17	8am	4pm	8	
Wednesday	12-18	2pm	6pm	4	
Thursday	12-19	1pm	6pm	5	
Friday	12-20			0	
Saturday	12-21			0	
Sunday	12-22			0	
Total Hours for the week					

Total Hours Worked with Blessed this week =

21

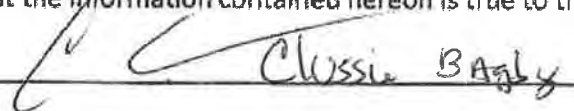
Total Hours Worked Apart from Blessed (any other jobs) this week =

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature

 Clissie Bagby Date 12-24-19

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week

Tours Driver's Weekly Timesheet

Driver Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-23			0	
Tuesday	12-24	4pm	6pm	2	
Wednesday	12-25			0	
Thursday	12-26			0	
Friday	12-27	2pm	10pm	8hrs	
Saturday	12-28	4pm	9pm	8hrs	
Sunday	12-29			0	
Total Hours for the week				18	

Total Hours Worked with Blessed this week =

18

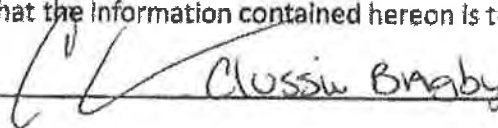
Total Hours Worked Apart from Blessed (any other jobs) this week =

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature


Cloussie Braby
Date 1-1-2020

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week

Tours Driver's Weekly Timesheet

Driver Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-30	12pm	2pm	2	
Tuesday	12-31	2pm	4pm	2	
Wednesday	1-1			0	
Thursday	1-2			0	
Friday	1-3	1pm	5pm	4	
Saturday	1-4			0	
Sunday	1-5			0	
Total Hours for the week				8	

Total Hours Worked with Blessed this week =

8

Total Hours Worked Apart from Blessed (any other jobs) this week =

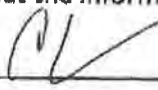
[]

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature

 Clissie Bragby

Date 1-9-2020

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week
- Driver's logs should be submitted weekly 48 hours of your completed

Tours Driver's Weekly Timesheet

Driver Name: _____

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12/9/1	5:31 pm	1:25 am	7.9	
Tuesday	12/10	3:33 pm	12:01 pm	8.52	
Wednesday	12/11	5:20 pm	1:09 am	7.5	
Thursday	12/12			0	0
Friday	12/13			0	0
Saturday	12/14	5:38 pm	3:31 am	9.75	
Sunday	12/15	7:13 pm	4:40 am	9.45	
Total Hours for the week					

Total Hours Worked with Blessed this week =

Total Hours Worked Apart from Blessed (any other jobs) this week = 43.12

(Required)
Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature _____

Daryl Robert

Date 12/17/2019

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job

Timesheet on Monday of the following week

Tours Driver's Weekly Timesheet

Driver Name: _____

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-16	5:30	12:30	7 hrs	7 hrs
Tuesday	12-17	5:20	1:00	7.5	7.5
Wednesday	12-18	3:31	11:09	7.7	7.7
Thursday	12-19	2pm	6pm	4 hours	
Friday	12-20	2pm	6pm	4 hours	
Saturday	12-21	2pm	7pm	5 hrs	5 hrs
Sunday	12-22	3pm	8pm	5 hr	5 hr
Total Hours for the week				40.2	32.2

Total Hours Worked with Blessed this week =

8

Total Hours Worked Apart from Blessed (any other jobs) this week =

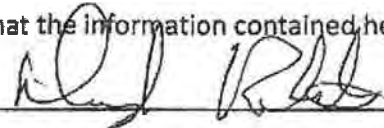
32.2

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief _____

Driver Signature



Date

12-24-2019

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week
- Driver's logs should be submitted within 48 hours of your completed work

Tours Driver's Weekly Timesheet

river Name:

Day	Date (please enter)	Start Time	End Time	Total Hours (Daily)	Hrs of Service of Other Job for Part-Time Drivers
Monday	12-23	5:30	12:30	7 hrs	7 hrs
Tuesday	12-24	5:20	1:00	7.5	7.5
Wednesday	12-25	3:31	11:09	7.7	7.7
Thursday	12-26	2 pm	6 pm	4 hrs	
Friday	12-27	2 pm	6 pm	4 hours	
Saturday	12-28	2 pm	7 pm	5 hrs	5.0
Sunday	12-29	3 pm	8 pm	5 hrs	5.0
Total Hours for the week				40.2	32.2

Total Hours Worked with Blessed this week =

8

Total Hours Worked Apart from Blessed (any other jobs) this week =

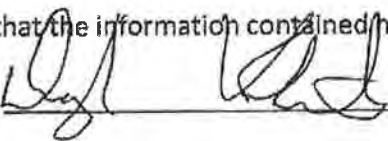
32.2

(Required)

Comments:

I hereby certify that the information contained hereon is true to the best of my knowledge and belief

Driver Signature



Date

12-30-2019

- Please fill-in your personal driver information when a driver's log is not be used
- Use a Driver's log when:
 - You work more than 12 on duty hours a day
 - You driver longer than 100 air miles (from Skyway)
 - You drive an overnight job
- Please submit your weekly Timesheet on Monday of the following week
- Driver's logs should be submitted within 48 hours of your completed work