

UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

KEN'S TRUCKING, LLC  
DBA KEN'S TRUCKING  
USDOT 1050616

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\* Order No.: FL-2014-5001-IMH  
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**IMMINENT HAZARD OPERATIONS**  
**OUT-OF-SERVICE ORDER**

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") by the Secretary of the United States Department of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), U.S.C. § 13905(f), U.S.C. § 31144(c)(1) and (5), U.S.C. § 31133(a)(10), U.S.C. § 31134 and 49 C.F.R. § 386.72(b)(1), and pursuant to a delegation of authority to the Field Administrator, Southern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT). This ORDER applies to **KEN'S TRUCKING, LLC, DBA KEN'S TRUCKING, USDOT 1050616, MC438284** (referred to herein as "you," "your," and /or "KEN'S TRUCKING"), and to all commercial motor vehicles (CMVs) owned or operated by KEN'S TRUCKING, including without limitation the CMVs identified in Appendix A, attached hereto.

The Secretary and FMCSA find your operation of any CMV in the United States constitutes an **IMMINENT HAZARD**. This finding means that based upon your present state of unacceptable safety compliance, your operation of any CMV(s) poses an **IMMINENT HAZARD** to public safety.

**EFFECTIVE IMMEDIATELY, YOU MUST CEASE OPERATING ANY CMV, INCLUDING BUT NOT LIMITED TO THE CMVS LISTED IN APPENDIX A TO THIS ORDER, IN THE UNITED STATES. "OPERATE" OR "OPERATING" INCLUDES WITHOUT LIMITATION ALL FOREIGN, INTERSTATE AND INTRASTATE TRANSPORTATION BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.**

Your CMVs and drivers now in interstate or intrastate commerce may proceed to their next immediate destination, which is defined as the next scheduled stop for vehicles already in motion where the cargo can be safely secured. (See 49 C.F.R. § 386.72(b)(4) and (5)).

**KEN'S TRUCKING MAY NOT LOAD OR TRANSPORT ANY ADDITIONAL CARGO,  
NOR MAY KEN'S TRUCKING OPERATE ANY CMV IN INTERSTATE OR  
INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT**

KEN'S TRUCKING's CMVs, specifically including the CMVs listed in **Appendix A** to this ORDER, may not be operated in interstate or intrastate commerce by any other motor carrier or any driver; such CMVs may not be operated even without freight. KEN'S TRUCKING's CMVs may be moved only upon the written approval of the Field Administrator for FMCSA's Southern Service Center. Unless otherwise approved in writing by the Field Administrator, any movement of KEN'S TRUCKING's CMVs to any storage or repair or other location for the purposes of storage, repair, sale, or final disposition must be accomplished only by towing, such that the CMV itself is not driven or operated.

**Within eight (8) hours of service of this ORDER, you must submit to the Field Administrator for the Southern Service Center in writing by fax and/or electronic mail (email) the location of each CMV under your control including the CMVs identified in Appendix A of this ORDER. Your submission must be sent to:**

**Darrell Ruban  
Field Administrator Southern Service Center  
Fax: 404-327-7359  
Email: [matthew.hardy@dot.gov](mailto:matthew.hardy@dot.gov) (Attorney for Field Administrator)**

## **I. JURISDICTION**

KEN'S TRUCKING, LLC dba KEN'S TRUCKING, USDOT 1050616, of Grand Ridge, Florida is a motor carrier with approximately 33 truck tractors, 15 trailers and 29 commercial driver license (CDL) drivers. KEN'S TRUCKING is engaged in interstate commerce as an authorized for hire motor carrier hauling general freight; machinery and large objects; logs, poles, beams and lumber; fresh produce; refrigerated foods; farm supplies and milk. KEN'S TRUCKING is subject to Federal motor carrier safety statutes and regulations including the Federal Motor Carrier Safety Regulations ("FMCSR"), 49 C.F.R. Parts 350-399, the Federal Hazardous Materials Regulations ("HMRs"), 49 C.F.R. Parts 171-180, the alcohol and controlled substances regulations at 49 C.F.R. Part 40, and Orders of the USDOT and FMCSA. (See 49 U.S.C. §§ 506, 507, 5121, 13501, 31133, 31136, and 31144). KEN'S TRUCKING is required to comply, and to ensure its drivers comply, with the FMCSRs and Orders of the USDOT and FMCSA. (49 U.S.C. § 31135(a) and 49 C.F.R. § 390.11).

This ORDER has the force and effect of any other Order issued by the FMCSA and is binding upon KEN'S TRUCKING, as well as any and all of its officers, members, directors, successors, assigns and closely affiliated companies.

This ORDER applies to KEN'S TRUCKING as well as any and all officers, directors, successors, assigns and closely affiliated companies. This ORDER applies to all motor carrier operations and all CMVs owned, leased, rented or otherwise operated by KEN'S TRUCKING, including but not limited to the CMVs identified in Appendix A of this ORDER. You may not use lessees, lessors, owner-operators, affiliates, assigns or other CMVs or motor carriers to conduct any continued operations.

## **II. BASIS FOR ORDER**

KEN'S TRUCKING currently fails to monitor and ensure its drivers and operations comply with federal requirements for drivers' hours-of-service (HOS), commercial driver licenses, drivers' record of duty status, driver qualifications, drivers' controlled substances and alcohol use and testing and vehicle inspection and maintenance, thereby posing an ongoing and continuing **IMMINENT HAZARD** to the public.

A compliance investigation of KEN'S TRUCKING motor carrier operations has discovered several serious violations of Federal motor carrier safety requirements, including Acute and Critical violations, a significant crash history with 5 recordable crashes in the past 12 months and 3 in the past 90 days, an alarmingly high vehicle out-of-service rate, and the investigation will result in a proposed Unsatisfactory Safety Rating. KEN'S TRUCKING's CMV operations lack effective safety management practices, allows for, or fails to control, its drivers' unsafe driving, drivers operating with suspended licenses, hours-of-service violations and controlled substance and alcohol use and abuse. KEN'S TRUCKING is allowing drivers to operate CMVs when it knows or should know the drivers are not qualified to operate CMVs, and after drivers have tested positive for methamphetamines. KEN'S TRUCKING is also allowing the operation of CMVs with significant maintenance deficiencies. These serious violations are likely to cause additional CMV accidents and substantially increase the likelihood of injury or death to its drivers, passengers and the motoring public.

## **III. BACKGROUND**

Despite FMCSA's numerous past reviews and interventions, the current compliance investigation finds KEN'S TRUCKING blatantly operating in noncompliance of Federal motor carrier safety statutes and regulations, with violations in Parts 382, 383, 390, 391, 392, 395 and 396

and inadequate basic safety management controls.<sup>1</sup> At all relevant times herein KEN'S TRUCKING was owned, managed and controlled by Kenneth Branch.

#### **A. Part 396 – Inspection, Repair and Maintenance**

KEN'S TRUCKING's ineffective maintenance program fails to systematically inspect, repair and maintain its CMVs and contributes to the substantial likelihood that its continued operations will result in injuries and/or deaths. KEN'S TRUCKING is unable to articulate a comprehensive preventative maintenance program, does not require drivers to prepare driver vehicle inspection reports and has a vehicle out-of-service rate during roadside inspections significantly above the national average and even the rate FMCSA uses to define "high risk" carriers. Over the past 12 months KEN'S TRUCKING had 42 vehicle inspections resulting in 112 vehicle maintenance violations cited. On a recent roadside inspection 15 violations were cited; 11 of the violations were vehicle maintenance related and 2 of the violations were out-of-service violations.

On May 20, 2014, a KEN'S TRUCKING CMV was involved in an accident as a direct result of maintenance deficiencies; the CMV's driveshaft fell off the vehicle causing an accident with a passenger car. This same CMV continues to be operated by KEN'S TRUCKING under the same ineffective preventative maintenance program. In another recent crash, the tractor-in-tow came loose, due to KEN'S TRUCKING'S carelessness and disregard for safety.

#### **B. Dangerously High Crash Rate**

The investigation is a result of KEN'S TRUCKING being identified as a "High Crash

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<sup>1</sup> KEN'S TRUCKING was the subject of compliance investigations on May 25, 2004 and August 19, 2011, both resulting in FMCSA assigning KEN'S TRUCKING a proposed Unsatisfactory Safety Rating. Also, on October 24, 2011, FMCSA took an enforcement action against KEN'S TRUCKING for controlled substances and alcohol use and testing violations (Part 382) and drivers' hours-of-service violations (Part 395).

Risk Carrier,” and its unsatisfactory accident rate of 1.95 accidents per million miles driven indicates it has inadequate basic safety management controls. Over the past 12 months KEN’S TRUCKING was involved in 5 recordable accidents in 4 states: on October 3, 2013 as a direct result of the owner failing to properly secure the vehicle in tow, on November 8, 2013 when its driver failed to maintain his lane, on May 20, 2014 as a direct result of maintenance deficiencies, on May 24, 2014 resulting in 3 passengers being taken to the hospital, and on June 4, 2014 - involving a driver who had tested positive for controlled substances - on a trip with hours-of-service and false log violations. The company’s crash indicator percentile under FMCSA’s Safety Measurement System is worse than nearly 80 percent of the industry. KEN’S TRUCKING has also failed to maintain an accident register and FMCSA has found no evidence that it has taken any corrective action in response to the 5 accidents in the past 12 months.

**C. Part 392 – Driving of Commercial Motor Vehicles**

KEN’S TRUCKING’s inability to prevent its drivers’ unsafe driving also contributes to the substantial likelihood that its continued operations will result in injuries or deaths. Over the past 12 months KEN’S TRUCKING was cited for many safety violations, including but not limited to, 15 violations for speeding, 3 violations for failing to use hazard warning flashers, 3 violations for failure to obey traffic control devices, 2 violations for following too close, 1 lane restriction violation and 1 violation for failure to yield right-of-way.

**D. Part 395 – Hours-of-Service of Drivers**

KEN’S TRUCKING’s pattern of violating hours-of-service requirements also contributes to the substantial likelihood that its continued operations will result in crashes, injuries or deaths. Over the past 24 months KEN’S TRUCKING’s hours-of-service violations include 4 11-hour violations, 1 of which was an egregious 11-hour violation on June 17, 2014; 8 14-hour

violations; 40 false reports of driver records of duty status; 14 violations for non-current driver records of duty status; 4 violations for drivers failing to retain their previous 7 days of logs; 12 violations for general/form and manner of driver records of duty status; 4 violations for failing to preserve driver records of duty status for 6 months; and 9 violations of the 30-minute break rule.

In the 365 days preceding the investigation KEN'S TRUCKING was inspected and placed out-of-service for hours-of-service violations 6 times involving 6 different drivers. KEN'S TRUCKING had documentation for 3 of the 6 drivers placed out-of-service for hours-of-service violations. Each of the three drivers placed out-of-service for hours-of-service violations immediately violated the out-of-service orders by continuing to operate the CMVs.

#### **E. Part 382 - Controlled Substances and Alcohol Use and Testing**

KEN'S TRUCKING use of drivers known to have tested positive for controlled substances contributes to the substantial likelihood that its continued operations will result in injuries and/or deaths. The Compliance Investigation has revealed KEN'S TRUCKING using 2 drivers known to have tested positive for controlled substances and it failed to maintain Federal Drug Testing Custody and Control Forms for 2 drivers who tested positive on pre-employment controlled substances tests. The KEN'S TRUCKING driver involved in the June 4, 2014 accident had tested positive on March 26, 2014 for methamphetamines. The positive test was found in KEN'S TRUCKING's records. The driver was never evaluated by a substance abuse professional. The driver remains on KEN'S TRUCKING's driver list and there is no evidence that he has completed the return to duty requirements or that he is no longer using controlled substances.

#### **F. Qualification of Drivers and Commercial Driver's License Standards**

KEN'S TRUCKING has failed to maintain inquiries into drivers' driving records in

qualification files and failed to maintain the initial driving records/MVRs for two drivers in the drivers' qualification files. KEN'S TRUCKING's driver employment applications fail to contain required information, the motor carrier used a driver with an expired medical certificate, failed to maintain the responses of each State agency to the annual driver record inquiry, failed to maintain a note relating to the annual review of the drivers' driving records and failed to maintain a list or certificate relating to violations of motor vehicle laws and ordinances. From February 17, 2013 through July 10, 2014 KEN'S TRUCKING used a driver with a suspended CDL for speeding violations. In addition, Kenneth Branch, the driver operating the CMV involved in the accident in which the CMV tractor-in-tow came loose, makes regular trips in interstate commerce without completing records of duty status or time records; his own driver qualification file contains none of the annual requirements; and he is not an active participant in the random controlled substances testing pool. Kenneth Branch is also in charge of KEN'S TRUCKING's safety compliance.

#### **IV. REMEDIAL ACTION**

To eliminate this imminent hazard, and before KEN'S TRUCKING will be permitted to resume operations placed out-of-service by this ORDER, **KEN'S TRUCKING must take specific steps to ensure and demonstrate compliance with the FMCSR.** In addition, before resuming interstate operations, KEN'S TRUCKING must apply for and receive new operating authority registration from FMCSA pursuant to 49 U.S.C. § 13902 and 49 C.F.R. Part 365.

#### **YOU MUST COMPLY WITH ALL PROVISIONS OF THIS ORDER**

- 1. KEN'S TRUCKING must comply with all Orders issued by FMCSA and must submit to the Field Administrator a plan detailing how KEN'S TRUCKING will: (i) train all drivers used by KEN'S TRUCKING or its successors, assigns or closely related affiliates, in**

compliance with the HOS regulations; (ii) monitor the compliance of all drivers used by KEN'S TRUCKING or its successors, assigns or closely related affiliates with the HOS regulations; and (iii) ensure that all drivers used by KEN'S TRUCKING or its successors, assigns or closely related affiliates are dispatched in such a way that scheduled routes may be completed within the maximum driving and on-duty hours, as provided in 49 C.F.R. § 395.5.

2. KEN'S TRUCKING must implement a policy on the misuse of alcohol and controlled substances that conforms to 49 C.F.R. § 382.601(b). Further, KEN'S TRUCKING must ensure that each driver selected for random controlled substances or alcohol testing has an equal chance of being selected each time selections are made. KEN'S TRUCKING must ensure that it has received a negative pre-employment controlled substances test for each driver before using that driver. KEN'S TRUCKING must ensure that it does not use a driver to perform a safety sensitive function that has tested positive for controlled substances and/or alcohol or refused to test prior to the driver completing a Substance Abuse Professional evaluation and have a negative return to duty test.

3. KEN'S TRUCKING must ensure that all drivers have current and valid driver's licenses of the class and type required for the vehicle(s) that they will be operating.

4. KEN'S TRUCKING must ensure that it maintains driver qualification files as required by 49 C.F.R. Part 391. KEN'S TRUCKING must ensure that every driver it uses has furnished a complete employment application. KEN'S TRUCKING must investigate each driver's background within 30 days of employment and must maintain a copy of the response from each State agency in the driver's qualification file. KEN'S TRUCKING must ensure that it obtains from each driver an annual list of traffic violations, that it

obtains an annual Motor Vehicle Record and that it performs an annual review on each driver's driving record.

5. **KEN'S TRUCKING** must implement a system to ensure that all its drivers comply with the hours-of-service regulations, and accurately complete their records of duty status in the form and manner required in 49 C.F.R. Part 395. **KEN'S TRUCKING** must ensure that its drivers accurately complete their daily records of duty status and that they submit these records to **KEN'S TRUCKING** within 13 days of their completion. Further, **KEN'S TRUCKING** must demonstrate a system to ensure that all records of duty status are accurate by using all means available to it and by comparing each record with all supporting documentation.

6. **KEN'S TRUCKING** must ensure that all drivers are adequately trained in the requirements of the FMCSR and that they are able to conduct motor carrier operations consistent with those regulations.

7. **KEN'S TRUCKING** must require all its drivers to prepare accurate and complete Driver Vehicle Inspections Reports at the end of each day, and must implement procedures so that drivers can report safety defects or deficiencies and that such defects or deficiencies are repaired before the commercial vehicle is operated again.

8. **KEN'S TRUCKING** must maintain records of inspections, repairs, and maintenance indicating the date and nature of the work performed. **KEN'S TRUCKING** must maintain completed inspection forms for 12 months from the date of inspection at **KEN'S TRUCKING's** principal place of business. **KEN'S TRUCKING** must maintain evidence of inspectors' and brake inspectors' qualifications.

9. **KEN'S TRUCKING** must ensure that drivers operate CMVs in compliance with all

**Federal Motor Carrier Safety Regulations, local laws, and ordinances as required in 49 CFR Part 392.**

**V. RESCISSION OF ORDER**

You are subject to this ORDER unless and until the ORDER is rescinded in writing by FMCSA. Unless and until this ORDER is rescinded, and until such time as you have a valid and active USDOT number and operating authority registration, you are prohibited from operating any CMV in interstate and/or intrastate commerce. This ORDER will not be rescinded until the Field Administrator for FMCSA's Southern Service Center has determined that the Remedial Action requirements specified in Paragraph IV of this ORDER have been fully satisfied and acceptable documentation submitted.

Before resuming motor carrier operations, you must comply with the provisions of this ORDER, eliminate the problems constituting the imminent hazard that your operations pose, and adequately demonstrate to the satisfaction of the Field Administrator for FMCSA's Southern Service Center the actions taken to eliminate the safety problems. You cannot avoid this ORDER by continuing operations under the name of another person or company. Any sale, lease or other transfer of any CMV by you requires the written approval of the Southern Service Center Field Administrator. Any such action taken in anticipation of this ORDER must cease immediately.

**Prior to rescission of this ORDER you will be required to:**

- 1. Identify the cause for your present noncompliance;**
- 2. Develop a detailed Safety Management Plan (SMP) of action that addresses each area of your non-compliance, the steps you intend to take to overcome your present non-compliance and a time table for these steps; and**

**3. Execute the Safety Management Plan and provide certification by all of your owners and officers.**

Any request to rescind this ORDER, and documentation demonstrating satisfaction of the Remedial Action requirements, must be directed to Darrell Ruban, Field Administrator for the Southern Service Center, with a copy of the request and documentation to the FMCSA Florida Division Administrator, at the following addresses:

Darrell Ruban  
Field Administrator, Southern Service Center  
Federal Motor Carrier Safety Administration  
1800 Century Boulevard, Suite 1700  
Atlanta, Georgia 30345

Jeff Sanderson  
Division Administrator, Florida Division  
Federal Motor Carrier Safety Administration  
545 John Knox Road, Room 102,  
Tallahassee, Florida 32303

Rescission of this ORDER does not constitute a reinstatement of KEN'S TRUCKING's Federal operating authority registration or its USDOT number registration. In order for KEN'S TRUCKING to resume motor carrier operations transporting property in interstate or intrastate commerce, KEN'S TRUCKING will be required to apply to reactivate its USDOT number registration, and if its operations require Federal operating authority, apply for new operating authority registration and demonstrate that it is fit and willing and able to comply with: 1) the statutory and regulatory registration requirements; 2) applicable safety regulations including the FMCSRs; 3) the CMV safety requirements of employers and employees set forth in 49 U.S.C. § 31135; 4) the safety fitness requirements set forth in 49 U.S.C. § 31144; and 5) minimum financial responsibility requirements established under 49 U.S.C. §§ 13906 and 31138.

## **VI. ENFORCEMENT OF ORDER**

This ORDER, issued pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (5), 49 U.S.C. § 31133, 49 U.S.C. § 31134 and 49 C.F.R. § 386.72(b)(1), is an Order of, and enforceable by, the Secretary.

Violation of this ORDER may subject KEN'S TRUCKING to civil penalties and may also result in an action in the United States District Court for equitable relief and punitive damages. KEN'S TRUCKING may be assessed civil penalties of up to \$25,000 for a violation of this ORDER. (49 U.S.C. §§ 507, 521(b)(2)(F), and 521(b)(4) and 49 C.F.R. Part 386 App. A. § IV(g)). KEN'S TRUCKING may also be assessed civil penalties up to \$10,000 for providing transportation requiring registration, including operating a CMV in interstate commerce, without operating authority registration (49 U.S.C. §§ 14901, 14702-03) and up to \$25,000 for operating a CMV in interstate commerce without USDOT number registration (49 U.S.C. §§ 507, 521(b)(2)(F) and 31134). Violations of this ORDER may also subject KEN'S TRUCKING to criminal penalties, including a fine of up to \$25,000 and imprisonment for a term not to exceed one year. (49 U.S.C. §§ 521(b)(6)(A) and 526).

## **VII. PENALTIES FOR VIOLATIONS OF FEDERAL REQUIREMENTS**

Any motor carrier that violates Federal requirements, including the FMCSRs, and/or permits its employee(s) to violate Federal requirements is subject to civil and/or criminal penalty provisions. Penalties may be assessed for the violations of Federal requirements, including the FMCSRs and Orders of the FMCSA, previously discovered, discovered after the service of this ORDER, and/or discovered during subsequent investigations.

## VIII. RIGHT TO REVIEW

You have the right to administrative review in accordance with 5 U.S.C. § 554 pursuant to 49 C.F.R. § 386.72(b)(4). If requested, administrative review shall occur within 10 days. (49 U.S.C. § 521(b)(5) and 49 C.F.R. § 386.72(b)(4)). A request for review must be addressed to the Assistant Administrator, United States Department of Transportation, Federal Motor Carrier Safety Administration, and should be sent to the attention of Adjudications Counsel by facsimile or electronic mail as follows:

By Fax:  
Adjudications Counsel (MC-CCA)  
(202) 366-3602  
or electronic mail:  
[FMCSA.Adjudication@dot.gov](mailto:FMCSA.Adjudication@dot.gov)

with a copy mailed or sent by commercial delivery service to the Assistant Administrator and Adjudications Counsel at the following address:

Adjudications Counsel (MC-CCA)  
Federal Motor Carrier Safety Administration  
Office of Chief Counsel  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

A copy of any request for administrative review should also be sent to the Field Administrator by facsimile or electronic mail as follows:

Fax:  
Darrell Ruban  
Field Administrator, Southern Service Center  
404-327-7359

Email: [matthew.hardy@dot.gov](mailto:matthew.hardy@dot.gov)  
(Attorney for the Field Administrator)

A copy should be mailed or sent by commercial delivery service to the Field Administrator at the following address:

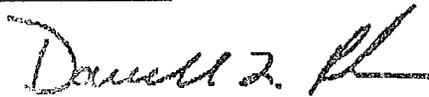
Darrell Ruban  
Field Administrator, Southern Service Center  
Federal Motor Carrier Safety Administration  
1800 Century Boulevard, Suite 1700  
Atlanta, Georgia 30345

The request must state the material facts at issue which you believe dispute or contradict the finding that KEN'S TRUCKING's operation of CMVs in interstate or intrastate commerce constitutes an imminent hazard to the public.

**A REQUEST FOR ADMINISTRATIVE REVIEW DOES NOT IN ANY WAY  
SUSPEND OR DELAY YOUR DUTY TO COMPLY WITH THIS ORDER**

**IMMEDIATELY.** This ORDER is separate and independent from all other orders or actions that may be issued by FMCSA, and does not amend or modify any other such orders or actions, and any request for administrative review of this ORDER does not attach to or apply to any other order or action.

ORDERED this the 29th day of August, 2014.



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Darrell Ruban  
Field Administrator  
Southern Service Center  
Federal Motor Carrier Safety Administration  
1800 Century Boulevard, Suite 1700  
Atlanta, Georgia 30345

APPENDIX A TO ORDER NO.: FL-2014-5001-IMH

Owned or Leased	Type of Vehicle	Year/Make/Color	License Plate #	VIN #	Location	Point of Contact
Owned	Truck	1997/Freightliner	F0120I	1FUYYDZYBXVH858000		
	Tractor					
Owned	Truck	1998/ Freightliner	F0111I	1FUYSXXYB2WL948511		
	Tractor					
Owned	Truck	1998/ Freightliner	F0134I	1FUYYDSEB2WL917101		
	Tractor					
Owned	Truck	2003/Freightliner	F0584I	1FUJBBFG83LM05408		
	Tractor					
Owned	Truck	1995/Freightliner	F0136I	1FUYYDCXB0SP663913		
	Tractor					
Owned	Truck	1993/Freightliner	F0133I	1FUYYDSEB0PP426231		
	Tractor					
Owned	Truck	1997/Freightliner	F0130I	1FUYYDSEB5VH775733		
	Tractor					
Owned	Truck	1995/International	F0131I	2HSFHASR8SC037143		
	Tractor					
Owned	Truck	1994/Peterbilt	F0122I	1XP5DR8X4RN349449		
	Tractor					
Owned	Truck	1998/Freightliner		1FUYYDZYBXWP784200		
	Tractor					
Owned	Truck	1998/Freightliner	F0121I	1FUYYDSEB0WL948072		
	Tractor					
Owned	Truck	2000/Freightliner	F0132I	1FUPCSZB6YDA97873		
	Tractor					
Owned	Truck	1995/Freightliner	F0112I	1FUYYDZYB9SP588176		
	Tractor					
Owned	Truck	1996/Freightliner	F0119I	2HSFBASR2TC076622		
	Tractor					

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Owned	Truck Tractor	1999/International	F01231	2HSFBASRXXC079998
Owned	Truck Tractor	1989/Western Star		2WKPPDCCH1KK924794
Owned	Truck Tractor	1998/Freightliner	F01141	1FUYSZSB8WL963493
Owned	Truck Tractor	2000/Freightliner	F01351	1FUYDXVB1YLH20029
Owned	Truck Tractor	1994/Freightliner	F01161	1FUYDXVB7RH423509
Owned	Truck Tractor	1997/Freightliner	F01241	1FUYDXVB8VL862791
Owned	Truck Tractor	1986/Peterbilt	F01101	1XP9DD29X3GN201376
Owned	Truck Tractor	1995/Freightliner	F01131	1FUYDZYB6SH706114
Owned	Truck Tractor	1998/Peterbilt	F01151	1XP5DB9X6WN473725
Owned	Truck Tractor	1998/Freightliner	F7875H	1FUPCSZB3WL975095
Owned	Truck Tractor	1998/Peterbilt	F01181	1XP5D69X9WN462211
Owned	Truck Tractor	1996 Freightliner	F01281	1FUYDZYB9TH544092
Owned	Truck Tractor	2002/Freightliner	F8767H	1FUJBBCGX2L179760
Owned	Truck Tractor	1998/Freightliner	F01271	2FUYDSZBXWA981399
Owned	Truck Tractor	2000/Freightliner	F01261	1FUYDSZB0yLH16670
Owned	Truck Tractor	1990/Freightliner	F01291	1FUYDDYB2LH379876

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Owned	Truck	1996/Freightliner	F05831	2FUVDSEBXTA577830
	Tractor			
Owned	Truck	1997/Freightliner	F01171	1FUYPYB9YP668909
	Tractor			
Owned	Truck	1996/Freightliner	F01251	1FUYDXYB9TH574763
	Tractor			
Owned	Truck	1997/Ford	FL- 835PVH	1FTXS95RXPVA12626
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X73D547969
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X830437995
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9XX3D547996
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X13D547997
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X53D547999
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X83D548001
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9XX3D548002
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X53D548005
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X03D548008
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X23D548009
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X03D5488011
	Tractor			
Owned	Truck	2003/Peterbilt		1XP7DB9X23D548012
	Tractor			

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Owned	Truck	2003/Peterbilt		IXP7DB9X63D548014
	Tractor			
Owned	Truck	2003/Peterbilt		IXP7DB9XX3D548016
	Tractor			
Owned	Truck	2003/Peterbilt	F01351	IXP7DB9X33D548018
	Tractor			
Owned	Truck	2003/Peterbilt	F01311	IXP7DB9X93D548024
	Tractor			
Owned	Truck	2003/Peterbilt	F01341	IXP7DB9X23D548026
	Tractor			
Owned	Trailer	2002/Great Dane		1GRAA06273B003907
Owned	Trailer	2003/Great Dane		1GRAA06273B003910
Owned	Trailer	1998/American		R04824G3041591
Owned	Trailer	1986/Pitt		PE9LT40T3KPP954229
Owned	Trailer	1995/Great Dane		1GRDM9028SM033504
Owned	Trailer	1994/Stog		IDW1A5322RS916802
Owned	Trailer	2007/Corn Husk		1T92C442570007131
Owned	Trailer	2003/Great Dane		1GRAA062738003909
Owned	Trailer	1984/Box Trailer		1PND281SXFK015019
Leased	Trailer	2003/Walker		5WSAAA43253N036029
Leased	Trailer	2003/Walker		5WSAAA43253N036029
Leased	Trailer	2003/Walker		5WSAAA43223N036229
Leased	Trailer	2003/Walker		5WSAAA43293N036230