

UNITED STATES DEPARTMENT OF TRANSPORTATION



US DOT #
683409X

Legal: JOSE GUADALUPE MORALES GUEVARA
Operating (DBA): FLETES MORALES

MC/MX #: 316863 **RFC #:** MOGJ540914287 **Federal Tax ID:** 20-1827702 (EIN)

Review Type: Compliance Review (CR)

Scope: Principal Office **Location of Review/Audit:** Company facility in another country **Territory:** E

Operation Types Interstate Intrastate

Carrier: Non-HM N/A
Shipper: N/A N/A
Cargo Tank: N/A

Business: Individual

Gross Revenue: \$71,750.00

for year ending: 12/31/2012

Company Physical Address:

CALLE QUINTANA ROO # 1225
ENSENADA, BN 22840 MEXICO

Contact Name: JOSE GUADALUPE MORALES GUEVARA

Phone numbers: (1) 646- 112-0066

(2) 646-120-5899

Fax 646-120-5899

E-Mail Address: fletemgj@hotmail.com

Company Mailing Address:

2455 OTAY CENTER DRIVE #118
SAN DIEGO, CA 92154

Carrier Classification

Authorized for Hire

Cargo Classification

General Freight

Other: Seafood

Equipment

Owned Term Leased Trip Leased

Owned Term Leased Trip Leased

Truck Tractor

1

0

0

Trailer

3

0

0

Power units used in the U.S.: 1

Percentage of time used in the U.S.: 95

Does carrier transport placardable quantities of HM? No

Is an HM Permit required? N/A

Driver Information

Inter Intra

Average trip leased drivers/month: 0

< 100 Miles: 2

Total Drivers: 4

>= 100 Miles: 2

CDL Drivers: 4





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Part A

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:

2297 Niels Bohr Court, Suite 204
San Diego (Otay Mesa), CA 92154
Phone: (619)710-8400 Fax:(619)710-2804

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: JOSE GUADALUPE MORALES GUEVARA

Title: OWNER

Name: CRISTINA ISABEL MANCILLAS OLIVARRIA

Title: MANAGER





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Part B Violations

1 FEDERAL	Primary: 382.601(d)	Discovered 2	Checked 4	Drivers/Vehicles In Violation 2	Checked 4
Description Failing to ensure that each driver is required to sign or she has received a copy of these materials described in this section. Each employer shall maintain the original of the signed certificate and may provide a copy of the certificate to the driver. Example DRIVER: TRIP DATE: 06/04/2013.					
2 FEDERAL	Primary: 390.19(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
Description Failing to file the appropriate form under 390.19(a) (MCS-150, 150B, or 150C) every 24 months as required. Example DRIVER: TRIP DATE: 12/11/2013. LAST MCS-150 DATE: 10/17/2011. UPDATE DUE DATE: SEP 2013.					
3 FEDERAL	Primary: 391.21(a)	Discovered 4	Checked 4	Drivers/Vehicles In Violation 4	Checked 4
Description Using a driver who has not completed and furnished an employment application. Example DRIVER: TRIP DATE: 07/30/2013.					
4 FEDERAL	Primary: 396.3(b)(1)	Discovered 4	Checked 4	Drivers/Vehicles In Violation 4	Checked 4
Description Failing to keep a maintenance record which identifies the vehicle, including make, serial number, year, and tire size. Example DRIVER: TRIP DATE: 11/19/2013. VEHICLE: CA-9E17498. MISSING TIRE SIZE.					
5 FEDERAL	Primary: 396.9(d)(3)	Discovered 2	Checked 17	Drivers/Vehicles In Violation 0	Checked 0
Description Failing to maintain completed inspection form for 12 months from the date of inspection at the carrier's principal place of business or where vehicle is housed. Example DRIVER: TRIP DATE: 08/26/2013. VEHICLE: CA-9E17498. AGENCY: USDOT/FMCSA.					





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Part B Violations

Safety Fitness Rating Information:

Total Miles Operated 17,758
Recordable Accidents 0
Recordable Accidents/Million Miles 0.00

OOS Vehicle (CR): 0

Number of Vehicle Inspected (CR): 0

OOS Vehicle (MCMIS): 0

Number of Vehicles Inspected (MCMIS): 3

Your proposed safety rating is :

SATISFACTORY

Rating Factors		Acute	Critical
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Factor 1:	S	0	0
Factor 2:	S	0	0
Factor 3:	S	0	0
Factor 4:	S	0	0
Factor 5:	N	0	0
Factor 6:	S	-	-

Corrective actions must be taken for any violations (deficiencies) identified on Part B of this report.





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Part B Requirements and/or Recommendations

1. If you have any questions concerning this report, please contact the Federal Motor Carrier Safety Administration, at Niels Bohr Ct., Suite 204, San Diego, CA 92154 and contact Jose Tello at 619-710-8435.
2. This review will result in a Safety Rating.
3. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.
4. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/safety-security/eta/index.htm
5. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
6. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)
7. The Division Administrator will continue to consider preventability when a motor carrier contests a proposed safety fitness rating. The motor carrier may deem that the recordable accident rate is not a fair means of evaluating its accident factor 6 on the Compliance Review. If so the motor carrier must submit the compelling evidence within five calendar days to:

Steven M. Mattioli

1325 J Street Suite 1540

Sacramento, CA. 95814

Compelling evidence should include (but is not limited to) official police accident reports and official insurance accident investigation reports.

8. Notice: A pattern of and/or repeated violations of the same or related acute or critical regulations will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
9. Notice: On October 1, 2005, the FMCSA published a final rule revising the hours of service regulations for commercial motor vehicle drivers. Under the new rule, driver may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day-period. This





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on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. A short haul provision was also added allowing drivers of property carrying CMV's which do not require a Commercial Driver's License for operation and who operate within a 150 air mile radius of their normal work reporting location are not required to keep records of duty status (RODS).

Carriers and commercial motor vehicle drivers are required to comply with the current hours-of-service rules through September 30, 2005. Compliance with the "new" regulations is mandatory for carriers, except passenger-carrying operations, beginning on October 1, 2005. Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at <http://www.fmcsa.dot.gov/>.

After June 30, 2013, driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes.

After June 30, 2013, a driver may not take an off-duty period allowed by paragraph (c) of this section to restart the calculation of 60 hours in 7 consecutive days or 70 hours in 8 consecutive days until 168 or more consecutive hours have passed since the beginning of the last such off-duty period. When a driver takes more than one off-duty period of 34 or more consecutive hours within a period of 168 consecutive hours, he or she must indicate in the Remarks section of the record of duty status which such off-duty period is being used to restart the calculation of 60 hours in 7 consecutive days or 70 hours in 8 consecutive days.

10. All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities.

Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official.

11. Provide educational materials that explain the requirements of this part and the employer's policies and procedures with respect to meeting these requirements to all your drivers prior to the start of alcohol and controlled substances testing under this part.
12. Each motor carrier must file the appropriate form under paragraph (a) of this section at the following times:

(1) Before it begins operations; and

(2) Every 24 months, according to the following schedule:

USDOT Number ending in: Must file by last day of:

1 January
2 February
3 March
4 April
5 May
6 June
7 July
8 August
9 September
0 October

If the next-to-last digit of its USDOT Number is odd, the motor carrier shall file its update in every odd-numbered calendar year. If the next-to-last digit of the USDOT Number is even, the motor carrier shall file its update in every even-numbered calendar year.





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13. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
14.
 - Understand Why Compliance Saves Time and Money: Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.
 - Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.
 - NOTICE: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
 - NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

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

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

