

**UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

**CER TRUCKING, LLC
USDOT 196777
MC 662442**

CLARENCE EDWARD RISHER

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) **Order No.:** SC-2014-5001-IMH
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) **Service**
) **Date:** _____
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) **Time:** _____
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) **Date:** _____
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IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER

This is an Imminent Hazard Operations Out-of-Service Order (“Order”) issued by the Secretary of Transportation 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), 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”), Atlanta, Georgia. This Order applies to CER Trucking, LLC (USDOT No. 196777) and Clarence Edward Risher, individually (referred to collectively herein as “CER Trucking”) and to all vehicles owned or operated by CER Trucking, including without limitation the commercial motor vehicles listed in Appendix A, attached hereto.

The Secretary and FMCSA find CER Trucking’s operations and its continued operation of any commercial motor vehicle constitutes an imminent hazard. This finding means that based

upon CER Trucking's present state of unacceptable safety compliance, its operation of any commercial motor vehicle poses an imminent hazard to public safety.

Effective immediately, CER Trucking must cease operating any commercial motor vehicle, including but not limited to the commercial motor vehicles listed in Appendix A.

“Operate” or “Operating” includes without limitation all interstate and intrastate transportation by drivers from all dispatching locations or terminals. CER Trucking's commercial motor vehicle(s), including but not limited to the commercial motor vehicles listed in Appendix A, may not be operated in interstate or intrastate commerce by any other motor carrier or any driver. Any movement of CER Trucking's commercial motor vehicles, including the commercial motor vehicles listed in Appendix A, to any storage or repair or other location for the purposes of repair, sale, storage, or final destination must be accomplished only by towing, such that the commercial motor vehicle itself is not driven or operated. CER Trucking's commercial motor vehicles may be moved only upon the written approval of the Field Administrator for FMCSA's Southern Service Center.

Commercial motor vehicles and their 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)).

CER TRUCKING MAY NOT LOAD OR TRANSPORT ANY ADDITIONAL CARGO, NOR MAY CER TRUCKING OPERATE ANY COMMERCIAL MOTOR VEHICLE IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.

Within eight (8) hours of the service of this Order, CER Trucking must submit to the Field Administrator in writing by facsimile the location of each of its commercial motor vehicles, including without limitation the commercial motor vehicles identified in Appendix A hereto. The submission must be sent to:

Field Administrator

Southern Service Center

404-327-7349 (fax)

I. JURISDICTION

CER Trucking is a property motor carrier engaged in interstate commerce using commercial motor vehicles and employing drivers and is therefore subject to the Federal Motor Carrier Safety Regulations (“FMCSRs”), 49 C.F.R. Parts 350-399, and the alcohol and controlled substances regulations at 49 C.F.R. Part 40, as well as the Orders of the USDOT and FMCSA. (*See* 49 U.S.C. §§ 506, 507, 5121, 13501, 31133, 31136, and 31144). Clarence Edward Risher is the owner of CER Trucking and is the individual directly responsible for management, control, direction, and oversight of the operations of CER Trucking. Clarence Edward Risher also operates commercial motor vehicles for CER Trucking and is individually responsible for ensuring his compliance with the FMCSRs when operating CER Trucking’s commercial motor vehicles.

CER Trucking is required to comply with, and to ensure that its drivers comply with, the FMCSRs and Orders of the USDOT and FMCSA. (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 CER Trucking and any and all of its officers, members, directors, successors, assigns and closely affiliated companies, and Clarence Edward Risher. This Order applies to all motor carrier operations and

all vehicles owned, leased, rented or otherwise operated by CER Trucking, including but not limited to the commercial motor vehicles identified in Appendix A of this Order. This Order also applies to Clarence Edward Risher's operation of any commercial motor vehicle.

II. BASIS FOR ORDER

The basis for determining that CER Trucking's motor carrier operations pose an imminent hazard to the public is CER Trucking's widespread and serious noncompliance with Federal safety regulations. CER Trucking fails to oversee and monitor its drivers and ensure that its commercial motor vehicles are systematically and properly inspected, repaired and maintained and meet minimum safety standards. Clarence Edward Risher, as the owner and manager of CER Trucking, is responsible for ensuring CER Trucking's compliance with the FMCSRs. Clarence Edward Risher is also responsible for his compliance with the FMCSRs when operating commercial motor vehicles for CER Trucking.

CER Trucking is not complying with FMCSA driver qualification requirements to ensure that its drivers are qualified to operate its commercial motor vehicles. CER Trucking does not have any driver qualification files or other documents showing that its drivers are qualified and able to safely operate its commercial motor vehicles. CER Trucking has allowed a driver with a suspended and revoked commercial driver's license ("CDL") to operate its commercial motor vehicles repeatedly. CER Trucking has also allowed another driver to continue to operate its commercial motor vehicles after the driver was convicted of possession of marijuana while on duty in a commercial motor vehicle. Further, CER Trucking has allowed a physically unqualified driver to continually operate its commercial motor vehicles. CER Trucking's continued and blatant disregard for the FMCSRs substantially increases the likelihood of serious injury or death and is an imminently hazardous and potentially deadly risk for its drivers and for

the motoring public.

CER Trucking does not have safety management practices in place to ensure its drivers are preparing and submitting accurate records of duty status and that they comply with the maximum hours of service limitations. CER Trucking is not requiring its drivers to turn in any records of duty status or supporting documents related to the records of duty status. CER Trucking's blatant refusal to oversee its drivers' hours of service substantially increases the likelihood of serious injury or death for its drivers and for the motoring public.

CER Trucking's compliance with FMCSA-mandated controlled substances and alcohol use and testing requirements is also egregiously deficient. CER Trucking is allowing drivers to operate its commercial motor vehicles when the drivers are not subject to random testing for controlled substances or alcohol. CER Trucking also allows drivers to operate commercial motor vehicles before receiving a negative pre-employment controlled substance test result. CER Trucking's irresponsible actions in allowing unqualified drivers to operate its commercial motor vehicles substantially increase the likelihood of serious injury or death to CER Trucking's drivers and the motoring public.

CER Trucking also does not maintain any of the required vehicle maintenance records with the date and nature of inspections, repairs, and maintenance conducted on its commercial motor vehicles. CER Trucking is not requiring its drivers to prepare driver vehicle inspection reports which identify vehicle defects. CER Trucking's nonexistent and inadequate maintenance program substantially increases the risk of serious injury or death and is an imminently hazardous and potentially deadly condition for CER Trucking's drivers and the motoring public. Individually and cumulatively, these violations and conditions of operation substantially increase the likelihood of serious injury or death to CER Trucking's drivers and the motoring public.

Clarence Edward Risher, CER Trucking's owner, is the individual responsible for the oversight and management of the motor carrier's safety operations. Mr. Risher was personally aware of CER Trucking's dispatch of a driver with a suspended and revoked CDL, a driver convicted of possession of marijuana while on duty in a commercial motor vehicle, and a physically unqualified driver. Mr. Risher was also personally aware of CER Trucking's non-compliance with FMCSA drivers' qualification requirements, drivers' records of duty status requirements, drivers' hours of service requirements, and drivers' controlled substances and alcohol use and testing requirements. Further, Mr. Risher was personally aware of CER Trucking's non-compliance with FMCSA vehicle inspection, repair and maintenance requirements.

III. BACKGROUND

On November 27, 2013, a CER Trucking driver operating a 2003 Peterbilt truck tractor¹ on Route 5 in Henrico County, Virginia attempted to stop for a vehicle ahead of him that was slowing down. The CER Trucking driver was not able to stop the 2003 Peterbilt and instead crossed over the double yellow lines and struck a 2002 Ford Mustang, causing the death of the driver of the passenger vehicle. Following the collision, the CER Trucking driver moved the 2003 Peterbilt and began correcting and updating his logbook which was neither factually correct nor current at the time of the accident.

Police officers at the scene of the accident found an open container of alcohol, an unknown powdery substance and glass-like material believed to be methamphetamine, one piece of aluminum foil folded multiple times with an unknown type of residue and one cigarette butt, and a white powder suspected to be cocaine in the 2003 Peterbilt. The CER Trucking driver was charged with driving without a driver's license; reckless driving; a logbook violation; operating a

¹ The 2003 Peterbilt truck tractor was pulling a 2000 Wabash trailer.

commercial motor vehicle while disqualified; and possession of alcohol in a commercial motor vehicle. The female passenger in the 2003 Peterbilt was charged with possession of a schedule I/II drug (methamphetamine). The third passenger in the 2003 Peterbilt was released by police officials. On December 10, 2013, FMCSA issued an Imminent Hazard Order against the driver, prohibiting him from operating commercial motor vehicles in interstate commerce.

As a result of the accident, FMCSA initiated an investigation of CER Trucking. The investigation uncovered serious regulatory violations by CER Trucking, demonstrating a continuing and flagrant disregard for compliance with the FMCSRs and a management philosophy indifferent to motor carrier safety.² In fact, CER Trucking's carrier operations are reckless, with almost nonexistent management safety oversight of its drivers and operations.

CER Trucking fails to follow FMCSA driver qualification requirements to ensure that its drivers are qualified to operate commercial motor vehicles. At the investigation, CER Trucking could not produce any driver qualification files, including proof of CDLs, employment applications, annual inquiries and reviews of driving records, and medical certificates.³ FMCSA's investigation found that three of CER Trucking's four drivers were not qualified to operate commercial motor vehicles. Driver A did not possess a CDL and in fact his CDL has been suspended and revoked for almost four years. Driver A was also placed out-of-service by the North Carolina State Highway Patrol for driving a commercial motor vehicle with a suspended license but allowed to continue to drive CER Trucking's commercial motor vehicles. Driver B was convicted of possession of marijuana while he was on duty in a commercial motor vehicle and therefore disqualified from operating a commercial motor

² As part of its investigation, FMCSA completed a compliance review of CER Trucking. CER Trucking received a proposed safety rating of "Unsatisfactory."

³ See 49 C.F.R. § 391.51(a) ("Every motor carrier shall maintain a driver qualification file for each driver it employs.")

vehicle for at least six months. Driver C is a physically unqualified driver because of left leg prosthesis. Driver C would require a Skill Performance Evaluation from FMCSA before being qualified to operate a commercial motor vehicle; however, no such evaluation has occurred.

CER Trucking's compliance with FMCSA mandated controlled substances and alcohol use and testing requirements is also egregiously deficient. CER Trucking is allowing drivers to operate its vehicles when the drivers are not subject to random testing for controlled substances or alcohol. CER Trucking also allows drivers to operate commercial motor vehicles before receiving a negative pre-employment controlled substance test result. CER Trucking's deficient drug and alcohol program is particularly alarming in light of one driver's conviction for marijuana possession in a commercial motor vehicle and a State charge against a second driver for possession of marijuana.

CER Trucking also does not have safety management practices in place to ensure its drivers are preparing and submitting records of duty status and that they comply with the maximum hours of service limitations. CER Trucking does not require its drivers to prepare and submit records of duty status. In fact, CER Trucking could not produce any drivers' records of duty status or supporting documents during the investigation. CER Trucking's negligent oversight of its drivers results in drivers operating its commercial motor vehicles at a time when the drivers may be fatigued because of driving in excess of the maximum driving time, driving after the maximum on-duty time, and/or violations of other hours-of-service ("HOS") regulations.

CER Trucking does not have a systematic vehicle inspection, repair, and maintenance program in place to prevent the operation of unsafe motor vehicles.⁴ CER Trucking does not

⁴ See 49 C.F.R. § 396.3(a) ("Every motor carrier...must systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor

prepare and/or maintain vehicle inspection, repair and maintenance records⁵, and it does not require its drivers to complete driver vehicle inspection reports.⁶ The VIN plates on two of three trailers have been removed.

In sum, CER Trucking's continued and blatant disregard for the FMCSRs substantially increases the likelihood of serious injury or death, and its operations pose an imminently hazardous and potentially deadly risk for its drivers and the motoring public if not discontinued immediately.

IV. REMEDIAL ACTION

To eliminate this imminent hazard, and before CER Trucking will be permitted to resume operations placed out-of-service by this Order, CER Trucking must take specific steps to ensure and demonstrate compliance with the FMCSRs.

vehicle...equipment subject to its control.”)

⁵ See 49 C.F.R. § 396.3(b) (Motor carriers must maintain records for each motor vehicle they control for 30 consecutive days. The required records include: (1) an identification of the vehicle including company number, if so marked, make, serial number, year, and tire size; (2) a means to indicate the nature and due date of the various inspection and maintenance operations to be performed; and (3) a record of inspection, repairs, and maintenance indicating their date and nature.)

⁶ 49 C.F.R. § 396.11(a) states: Every motor carrier must require its drivers to report, and every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated.... The report shall cover at least the following parts and accessories:

- Service brakes including trailer brake connections
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheel and rims
- Emergency equipment

1. CER Trucking must establish a DOT controlled substance and alcohol testing program in compliance with 49 C.F.R. Parts 40 (Procedures for Transportation Workplace Drug and Alcohol Testing Programs) and 382 (Controlled Substances and Alcohol Use and Testing) and provide evidence of this program to the Southern Service Center Field Administrator. CER Trucking must use only those laboratories certified by the U.S. Department of Health and Human Services' Substance Abuse and Mental Health Services Administration for the analysis of urine specimens. CER Trucking must implement a policy on the misuse of alcohol and controlled substances that conforms to 49 C.F.R. § 382.601(b). CER Trucking must ensure that driver supervisors undergo at least 60 minutes of training on alcohol misuse as well as an additional 60 minutes of training on controlled substance use that conforms to 49 C.F.R. § 382.603.

2. CER 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. CER Trucking must ensure that it has received a negative pre-employment controlled substances test for each driver before using that driver to perform safety-sensitive functions. CER Trucking must establish policies and procedures to ensure that it does not dispatch a driver who has tested positive for controlled substances or alcohol until that driver has completed the return-to-duty process in 49 C.F.R. Part 40.

3. CER Trucking must ensure that it maintains driver qualification files, as required by 49 C.F.R. Part 391. CER Trucking must ensure that every driver it uses has completed and furnished an employment application. CER 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. CER Trucking must ensure that it obtains from each driver an annual list of traffic violations and an annual Motor Vehicle Record, and that it performs an

annual review on each driver's driving record. CER Trucking must ensure that it performs a three-year previous employment check on its drivers prior to their operating a commercial motor vehicle, in accordance with 49 C.F.R. § 391.23. CER Trucking must ensure each driver possesses a DOT medical examiner's certificate as well as ensure that a copy of each driver's medical examiner's certificate is maintained in the driver's qualification file.

4. CER Trucking must take aggressive and progressive steps to control drivers' hours of service.

5. CER Trucking must implement a dispatch system that ensures that no driver will be dispatched on any trip unless the driver has the necessary available hours of service to complete the trip in accordance with 49 C.F.R. Part 395.

6. CER Trucking must ensure that each of its drivers records his or her duty status for each 24-hour period in accordance with 49 C.F.R. § 395.8. CER Trucking must ensure that each of its drivers complies with the hours of service rules in 49 C.F.R. § 395.3. CER Trucking must maintain each record of duty status for a minimum of six months in accordance with 49 C.F.R. § 395.8.

7. CER Trucking must implement a system to ensure that all drivers accurately complete their records of duty status in the form and manner required in 49 C.F.R. Part 395. CER Trucking must ensure that its drivers accurately complete their daily records of duty status and that they submit these records to CER Trucking within 13 days of their completion. CER Trucking must maintain drivers' records of duty status and demonstrate a system showing that the company can and will maintain all supporting documents. Further, CER Trucking must ensure that all records of duty status are accurate by using all means available to CER Trucking and by comparing each record with all supporting documentation.

8. CER Trucking must ensure that all drivers are adequately trained in the requirements of the FMCSRs and that they are able to conduct motor carrier operations consistent with those regulations.

9. CER Trucking must submit to the Field Administrator a plan detailing how it will (i) train all drivers used on compliance with the HOS regulations, (ii) monitor the compliance of all drivers with the HOS regulations, and (iii) ensure that all drivers 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. § 395.3.

10. CER Trucking must establish safety management controls and procedures that ensure that each and every commercial motor vehicle it operates is systematically and properly inspected, maintained and repaired as required by 49 C.F.R. Part 396, and that documentation of inspections, maintenance and repair are obtained and maintained as required.

11. CER Trucking must demonstrate that it has an effective commercial motor vehicle maintenance program in place to inspect, maintain, and repair its fleet and ensure compliance with the FMCSRs. CER Trucking must ensure and demonstrate that vehicle maintenance and safety is a company priority and must ensure and demonstrate that inspection records are accurately completed.

12. CER Trucking must ensure and demonstrate that its vehicles are in a safe operating condition and are in full compliance with 49 C.F.R. Part 393 (Parts and Accessories Necessary for Safe Operations) and Part 396 (Vehicle Maintenance).

13. CER Trucking must require its drivers to prepare Driver Vehicle Inspection Reports at the end of each day, implement a procedure so that its drivers can report safety defects and/or deficiencies, and establish and abide by procedures to ensure that reported safety defects

and/or deficiencies are repaired immediately before the commercial motor vehicle is operated again. CER Trucking must train its drivers and ensure all drivers understand the meaning of a roadside out-of-service order and comply with roadside out-of-service orders.

14. CER Trucking must establish safety management controls and procedures to ensure that defects and deficiencies discovered during inspections of its commercial motor vehicles are repaired prior to the vehicle being operated. CER Trucking must ensure that no commercial motor vehicle that fails, or has failed, a safety inspection is operated prior to necessary repairs being made and the vehicle passing an appropriate safety inspection.

15. CER Trucking must contact FMCSA's South Carolina Division and arrange for inspection of each of its commercial motor vehicles by a FMCSA inspector or an inspector designated by FMCSA.

16. CER Trucking must comply with all Orders issued by FMCSA.

V. RESCISSION OF ORDER

CER Trucking is 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 CER Trucking has a valid and active USDOT number and operating authority registration, CER Trucking is prohibited from operating any commercial motor vehicle 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 this Order will be rescinded, CER Trucking must comply with the provisions of this Order, eliminate the problems constituting the imminent hazard that its operations and motor vehicles pose, and adequately demonstrate to the Field Administrator's satisfaction the actions

taken to eliminate the safety problems. CER Trucking cannot avoid this Order by continuing operations under the name of another person or company. Any sale, lease, or other transfer of commercial motor vehicle(s) and/or direct assignment of contract(s) or other agreement(s) for service by CER Trucking 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, CER Trucking will be required to:

- 1. Identify the cause for its noncompliance.**
- 2. Develop a detailed Safety Management Plan of action that addresses each area of non-compliance, the steps it intends to take to overcome its non-compliance, and a time table for these steps.**
- 3. Certify in writing the commitment of CER Trucking to comply with the FMCSRs.**
- 4. Execute the Safety Management Plan and provide certification by all owners and officers.**

Any request to rescind this Order and documentation demonstrating satisfaction of the Remedial Action requirements must be directed to the Field Administrator, Southern Service Center, with a copy to the Division Administrator, South Carolina Division, at the following addresses:

Field Administrator, Southern Service Center
Federal Motor Carrier Safety Administration
1800 Century Blvd., NE, Suite 1700
Atlanta, Georgia 30345

Division Administrator, South Carolina Division
Federal Motor Carrier Safety Administration
1835 Assembly Street, Suite 1253
Columbia, South Carolina 29201

Rescission of this Order does not constitute a reinstatement of CER Trucking's Federal operating authority registration or its USDOT Number. In order for CER Trucking to resume motor carrier operations in the United States, CER Trucking will be required to apply to reactivate its USDOT number registration, reapply for and receive operating authority registration, and demonstrate that CER Trucking 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 commercial motor vehicle 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. FAILURE TO COMPLY WITH THIS ORDER

Failure to comply with the provisions of this Order may subject CER Trucking to an action in the United States District Court for equitable relief and punitive damages. CER Trucking may also be assessed civil penalties of up to \$25,000 for each violation of this Order. (49 U.S.C. § 521(b)(2)(F) and 49 C.F.R. Part 386 App. A. § IV(g)). If violations are determined to be willful, criminal penalties may be imposed, 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)).

VII. PENALTIES FOR VIOLATIONS

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. Penalty provisions for violations of Federal statutes and regulations are separate and distinct from this Order. 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

CER Trucking has the right to administrative review in accordance with 5 U.S.C. § 554 and 49 C.F.R. § 386.72(b)(4). An administrative review, if requested, must occur within 10 days of the issuance of this Order. (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, with a copy sent to FMCSA's Adjudications Counsel and the Field Administrator, Southern Service Center at the following addresses:

Assistant Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Federal Motor Carrier Safety Administration
Office of the Chief Counsel - Adjudications
1200 New Jersey Avenue S.E., W61-323
Washington, DC 20590

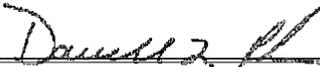
Field Administrator, Southern Service Center
Federal Motor Carrier Safety Administration
1800 Century Blvd., NE, Suite 1700
Atlanta, GA 30345

The request must state the material facts at issue which CER Trucking believes disputes or contradicts the finding that CER Trucking's operations constitute an imminent hazard to the public.

A REQUEST FOR ADMINISTRATIVE REVIEW DOES NOT IN ANY WAY SUSPEND OR DELAY CER TRUCKING'S 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. Any request for administrative review of this Order does not attach to or apply to any other order or

action.

Date: December 17, 2013



Darrell Ruban, Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration

Appendix A

<u>YEAR</u>	<u>MAKE</u>	<u>VIN</u>
1982	KENWORTH	1XKWDB9X5CS197576
2003	PETERBILT	1XP5D69X33D802728
1998	GREAT DANE	1GRAA0029WW063001
2000	WABASH	1JJV482W7YL589110
2001	WABASH	1JJV502W91L643410
2001	WABASH	1JJV502W11L643411