

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

**STSC Transportation Services, Inc.  
USDOT 2350604**

) **Order No.: GA-2014-5001-IMH**  
)  
) **Service**  
) **Date:** \_\_\_\_\_  
)  
) **Time:** \_\_\_\_\_  
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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), (2), 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 STSC Transportation Services, Inc., USDOT# 2350604, (referred to as “STSC Transportation”) and to all vehicles owned or operated by STSC Transportation, including without limitation the commercial motor vehicles identified in Schedule A, attached hereto.

The Secretary and FMCSA find STSC Transportation’s operations and the continued operation of any commercial motor vehicle (including without limitation those identified in Schedule A), referred to herein as “commercial motor vehicles,” “motor coaches,” and/or “vehicles” constitutes an imminent hazard. This finding means that based upon STSC Transportation’s present state of unacceptable safety compliance, its operation of any commercial motor vehicle poses an imminent hazard to public safety.

**Effective immediately, STSC Transportation must cease operating any commercial motor vehicle, including but not limited to the commercial motor vehicles listed in Schedule A.** “Operate” or “Operating” includes without limitation all interstate and intrastate transportation by drivers from all dispatching locations or terminals. STSC Transportation’s commercial motor vehicle(s), including but not limited to the commercial motor vehicles listed in Schedule A, may not be operated in interstate or intrastate commerce by any other motor carrier or any driver; such commercial motor vehicle may not be operated – even without passengers. Any movement of STSC Transportation’s commercial motor vehicles, specifically including the commercial motor vehicles identified in Schedule 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. STSC Transportation’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 passengers can be safely accommodated. (*See* 49 C.F.R. § 386.72(b)(4) and (5)).

**STSC TRANSPORTATION MAY NOT LOAD OR TRANSPORT ANY ADDITIONAL PASSENGERS, NOR MAY STSC TRANSPORTATION 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, STSC Transportation must submit to the Field Administrator in writing by facsimile the location of each of its**

**commercial motor vehicles, including without limitation the vehicles identified in Schedule A hereto.** The submission must be sent to:

Field Administrator

404-327-7349 (facsimile)

## **I. JURISDICTION**

STSC Transportation is a passenger 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). STSC Transportation 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 STSC Transportation and any and all of its officers, members, directors, successors, assigns and closely affiliated companies. This Order applies to all motor carrier operations and all vehicles owned, leased, rented or otherwise operated by STSC Transportation, including but not limited to the vehicles identified in Schedule A hereto.

## **II. BASIS FOR ORDER**

The basis for determining that STSC Transportation’s motor carrier operations pose an imminent hazard to the public is STSC Transportation’s widespread and serious noncompliance with Federal safety regulations. STSC Transportation does not have a systematic vehicle inspection, repair, and maintenance program in place to prevent the operation of unsafe motor coaches. STSC Transportation also does not maintain all required vehicle records with the date

and nature of inspections, repairs, and maintenance conducted on its motor coaches. Further, STSC Transportation also fails to correct safety-related defects listed on driver vehicle inspection reports and roadside inspection reports. STSC Transportation's refusal to provide two motor coaches for inspection shows its intent to avoid compliance and cover up its noncompliance.

STSC Transportation 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. STSC Transportation's compliance with FMCSA-mandated controlled substances and alcohol use and testing requirements is also egregiously deficient. STSC Transportation is using drivers to transport passengers in its vehicles when the drivers have not been randomly tested for controlled substances or alcohol. Further, STSC Transportation's misleading address filings evinces the carrier's continual intent to avoid compliance.

Individually and cumulatively, these violations and conditions of operation substantially increase the likelihood of serious injury or death to STSC Transportation's drivers and the motoring public.

### **III. BACKGROUND**

On or around February 11, 2014, FMCSA completed an investigation of STSC Transportation initiated because the carrier had elevated alert BASICs in Vehicle Maintenance (74.4%) and Hours of Service Compliance (74.1%).<sup>1</sup> STSC Transportation is a for-hire carrier

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<sup>1</sup> The SMS is a tool for assessing available roadside performance data and ranking an entity's relative performance in any of the six Behavior Analysis and Safety Improvement Categories (BASICs). The SMS quantifies the on-road safety performance of individual entities to identify entities with significant safety problems, determine the specific safety problems an entity exhibits, and monitor safety problems through the Intervention Process. The SMS computes a percentile for each BASIC on a 0-100 scale and assigns a percentile rank to each BASIC, with 100 indicating the worst performance.

transporting passengers on a fixed route between Philadelphia, Pennsylvania and New York City. FMCSA's investigation of STSC Transportation uncovered widespread regulatory violations demonstrating the carrier's continuing, repeated and egregious non-compliance with the FMCSRs and a management philosophy indifferent to motor carrier safety. As part of its investigation, FMCSA completed a compliance review of STSC Transportation, resulting in a proposed safety rating of "Unsatisfactory."

STSC Transportation does not have a systematic vehicle inspection, repair, and maintenance program in place to prevent the operation of unsafe motor coaches.<sup>2</sup> During the investigation, FMCSA requested the Pennsylvania State Police conduct Level I inspections of STSC Transportation's five motor coaches. On the date of the inspections, STSC Transportation only made three motor coaches available for inspection. The Pennsylvania State Police placed all three motor coaches out-of-service for vehicle defects. The out-of-service conditions included defective brakes, inoperable emergency exits, and wires loosely connected to the low air warning light. The Pennsylvania State Police contacted STSC Transportation several times to schedule a date to inspect the other two motor coaches. STSC Transportation failed to respond to the repeated requests, however, and has yet to make the two motor coaches available for inspection. STSC Transportation's refusal to provide the two motor coaches for inspection shows its intent to avoid compliance and cover up its noncompliance.

During the investigation, STSC Transportation failed to produce many of the required vehicle records, including those showing the date and nature of inspections, repairs, and

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<sup>2</sup> 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 vehicle...equipment subject to its control.")

maintenance conducted.<sup>3</sup> STSC Transportation had no maintenance records or annual inspection forms for its motor coaches. Indeed, STSC Transportation had no repair receipts showing that any vehicle defects had made corrected. Moreover, STSC Transportation is not conducting annual inspections on its motor coaches and is not inspecting push-out windows, emergency doors, and emergency marking lights on its motor coaches.

STSC Transportation also fails to correct safety-related defects listed on driver vehicle inspection reports.<sup>4</sup> On daily driver vehicle inspection reports dated July 8, 9, 10, 11 and 12, 2013, STSC Transportation drivers noted that motor coach VIN 3218<sup>5</sup> had an inoperable brake warning device. STSC Transportation failed to repair this vehicle defect. During a September 21, 2013 roadside inspection, the New York State Department of Transportation (NYSDT) placed motor coach VIN 3218 out-of-service because it had an inoperable brake warning device. As of this date, STSC Transportation still has not provided proof to FMCSA investigators showing it has repaired this out-of-service defect.

Further, STSC Transportation fails to correct vehicle defects listed on roadside inspection reports. On a September 5, 2013 roadside inspection, the NYSDT placed STSC Transportation's motor coach VIN 0227<sup>6</sup> out-of-service because it had a defective emergency

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<sup>3</sup> 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.)

<sup>4</sup> See 49 C.F.R. § 396.11(c) (“Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safety of operation of the vehicle.”)

<sup>5</sup> Motor Coach VIN 3218 refers to VIN number 1M8PDMPA8YP053218.

<sup>6</sup> Motor Coach VIN 0227 refers to VIN number 1WKKA34CD453000227.

exit handle. NYS DT also cited STSC Transportation for a loose side mirror and an inoperative windshield washer fluid system. On a September 13, 2013 roadside, the NYS DT placed motor coach VIN 0227 out-of-service for the same defective emergency exit handle. The NYS DT further cited STSC Transportation for operating a CMV without a periodic inspection. On a September 27, 2013 roadside inspection, the NYS DT cited STSC Transportation for failing to correct the defects discovered during the September 5, 2013 roadside inspection and for operating a CMV without a periodic inspection.

On July 26, 2013, the NYS DT cited STSC Transportation in a roadside inspection of motor coach VIN 3218<sup>7</sup> for having an inoperative right side tail lamp. On August 26, 2013, the NYS DT cited STSC Transportation for this same vehicle defect. On September 21, 2013, the NYS DT placed motor coach VIN 3218 out-of-service for an inoperable brake warning device. On December 12, 2013, the Pennsylvania State Police placed motor coach VIN 3218 out-of-service for this same inoperable brake warning device.

On August 4, 2013, the NYS DT cited STSC Transportation in a roadside inspection of motor coach VIN 3023<sup>8</sup> for an oil leak dripping from the engine. On September 1, 2013, the NYS DT cited STSC Transportation again for this same vehicle defect and placed the vehicle out-of-service because the lubricant engine supplied oil pressure was now leaking onto the alternator and engine. STSC Transportation's practice of allowing drivers to operate motor coaches without repairing vehicle defects cited on roadside inspection reports evidences a blatant disregard for vehicle safety.

STSC Transportation also does not have safety management practices in place to ensure

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<sup>7</sup> Motor Coach VIN 3218 refers to VIN number 1M8PDMPA8YP053218.

<sup>8</sup> Motor Coach VIN 3023 refers to VIN number 1M8PDM1A3YP053023.

its drivers are preparing and submitting accurate records of duty status and that they comply with the maximum hours of service limitations. During the investigation, safety investigators found that STSC Transportation was missing records of duty status and supporting documents necessary for oversight of drivers' hours. On roadside inspections, STSC Transportation drivers have been cited for false records of duty status and driving over maximum hours of service limits. The drivers have also been cited for failing to maintain records of duty status, keep records of duty status current, and record correct information on records of duty status.

STSC Transportation's compliance with FMCSA mandated controlled substances and alcohol use and testing requirements is also egregiously deficient. STSC Transportation is using drivers to transport passengers in its vehicles when the drivers have not been randomly tested for controlled substances or alcohol.

On MCS-150 forms filed with FMCSA, STSC Transportation lists its principal place of business (PPOB) as 3055 Peachtree Industrial Blvd., Suite 200, Duluth, Georgia. A PPOB is a physical location where the motor carrier conducts a significant portion of its business, maintains company records, and where management reports to work.<sup>9</sup> STSC Transportation's MCS-150 forms are misleading because only two employees are located in the Georgia office and its motor coaches are located in another state. STSC Transportation conducts a significant portion of its business in Philadelphia. STSC Transportation maintains records in Philadelphia and its management officials, employees and drivers work in Philadelphia. STSC Transportation's motor coaches are located in Philadelphia and New York City.

STSC Transportation address filings with other entities are also misleading. STSC Transportation lists its office address as 234 N 9<sup>th</sup> Street, Philadelphia, PA with the

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<sup>9</sup> 74 F.R. 37654.

Pennsylvania Department of State's Office. Ocean City Restaurant is located at that address. STSC Transportation lists its address as 905 Arch Street, Suite 202C, Philadelphia, PA on four of its Pennsylvania registration cab cards. Dragon International Travel is located at that address. The Director of Operations for STSC Transportation told safety investigators that its motor coaches were maintained at 1900 Pollock Street, Philadelphia, PA. STSC Transportation insurance forms list an address of 1200 Callowhill Road, Philadelphia, PA. Juniper Auto Repair Inc. is located at the Pollock Street address and a multi-story red brick building is located at the Callowhill Road address. STSC Transportation's use of misleading addresses on its records and filings evinces the carrier's continual intent to avoid compliance and cover up its noncompliance with the FMCSRs.

In sum, STSC Transportation'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 STSC Transportation will be permitted to resume operations placed out-of-service by this Order, STSC Transportation must take specific steps to ensure and demonstrate compliance with the FMCSRs.

1. STSC Transportation 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.

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

3. STSC Transportation 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).

4. STSC Transportation 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. STSC Transportation 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.

5. STSC Transportation 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. STSC Transportation 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.

6. STSC Transportation 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. STSC Transportation 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. STSC Transportation must implement a policy on the misuse of alcohol and controlled substances that conforms to 49 C.F.R. § 382.601(b). STSC Transportation 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.

7. STSC Transportation 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. STSC Transportation 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. STSC Transportation 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.

8. STSC Transportation must take aggressive and progressive steps to control drivers' hours of service.

9. STSC Transportation 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.

10. STSC Transportation 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. STSC Transportation must ensure that each of its drivers complies with the hours of service rules in 49 C.F.R. § 395.5. STSC Transportation must maintain each record of duty status for a minimum of six months in

accordance with 49 C.F.R. § 395.8.

11. STSC Transportation 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. STSC Transportation must ensure that its drivers accurately complete their daily records of duty status and that they submit these records to STSC Transportation within 13 days of their completion. STSC Transportation must maintain drivers' records of duty status and demonstrate a system showing that the company can and will maintain all supporting documents. Further, STSC Transportation must ensure that all records of duty status are accurate by using all means available to STSC Transportation and by comparing each record with all supporting documentation.

12. STSC Transportation 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.

13. STSC Transportation 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. § 395.5.

14. STSC Transportation must contact FMCSA's Georgia Division and arrange for inspection of each of its commercial motor vehicles by an FMCSA inspector or an inspector designated by FMCSA.

15. STSC Transportation must comply with all Orders issued by FMCSA.

## **V. RESCISSION OF ORDER**

STSC Transportation 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 STSC Transportation has a valid and active USDOT number and operating authority registration, STSC Transportation 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, STSC Transportation 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. STSC Transportation 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 STSC Transportation 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, STSC Transportation 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 STSC Transportation 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, Georgia 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, Georgia Division  
Federal Motor Carrier Safety Administration  
Two Crown Center  
1745 Phoenix Boulevard, Suite 380  
Atlanta, Georgia 30349

Rescission of this Order does not constitute a reinstatement of STSC Transportation's Federal operating authority registration or its USDOT Number. In order for STSC Transportation to resume motor carrier operations in the United States, STSC Transportation will be required to apply to reactivate its USDOT number registration, reapply for and receive operating authority registration, and demonstrate that STSC Transportation 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 STSC Transportation to an action in the United States District Court for equitable relief and punitive damages. STSC Transportation 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**

You have 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

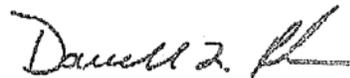
Field Administrator, Southern Service Center  
Federal Motor Carrier Safety Administration  
1800 Century Blvd., NE, Suite 1700  
Atlanta, GA 30345

The request must state the material facts at issue which you believe dispute or contradict the finding that STSC Transportation's operations constitute 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. Any request for administrative review of this Order does not attach to or apply to any other order or action.

Date: February 18, 2014



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

## Schedule A

<b>Year</b>	<b>Make</b>	<b>VIN</b>
2000	MCI	1M8PDM1A3YP053023
2000	MCI	1M8PDM1A7YP053025
2000	MCI	1M8PDMPA8YP053218
2000	MCI	1M8PDMPA3YP053224
2005	SETRA	1WKKA34CD453000227