



MOTOR CARRIER FACTORS ATTACHEMENT

Westfield Transport Compliance Review

Randolph, NH

HWY19MH010

(25 pages)

UNITED STATES DEPARTMENT OF TRANSPORTATION



U.S. DOT#: 2896429
MC/MX#: 973476

Legal: WESTFIELD TRANSPORT INC
Operating (DBA):

Investigation Date:
08/05/19

Investigation Type: Onsite Comprehensive Investigation

Location of Investigation: Company principal place of business (PPOB)

Extent of Operations: Entire Operation

Physical Address

West Springfield, MA 01089
United States

Mailing Address

West Springfield, MA 01089
United States

Contact Information

Contact Name: Dartanyan Gasanov

Phone: [REDACTED] **Cell:** () - **Fax:** () -

Business and Financial

Business Type: Corporation

Gross Revenue: [REDACTED] **For Year Ending:** 12/31/18

Federal Tax ID: [REDACTED] (EIN)

Operation Classification and Type

Type of Operation: Non-HM Interstate Carrier, HM Interstate Carrier, HM Intrastate Carrier

Operation Classification

For-Hire Motor Carrier
Property
Hazardous Materials

Cargo

Other (Motor Vehicles)

Hazardous Materials

Which of the following Hazardous Materials does the company transport?

None of the above

Does the company have a satisfactory security program in place as required in 49 CFR Part 385, Subpart E?

N/A

Is an HM Permit required by any State?

No

Hazardous Materials

Class 9 Miscellaneous hazardous material = C, NB

| Equipment | | | | Driver Information | | |
|-----------|--|--|--|--------------------|--|--|
|-----------|--|--|--|--------------------|--|--|

| | Owned | Term Leased | Trip Leased |
|-----------------|-------|-------------|-------------|
| Straight Trucks | 7 | 1 | |
| Trailers | 6 | | |

Power units used in the U.S.: 8
Percentage of time used in the U.S.: 100.0%

Drivers with CDL:

| | Intrastate | Interstate |
|--------------|------------|------------|
| < 100 Miles | | |
| >= 100 Miles | | 7 |

Average trip leased driver/month: 0
Total Drivers: 7

| Person(s) Interviewed | |
|-----------------------|--|
|-----------------------|--|

| | |
|--------------------------------|----------------------------------|
| Name: Dartanyan Gasanov | Title: President |
| Name: Duniyadar Gasanov | Title: Co-Owner |
| Name: Olga Karapysh | Title: Wife/Record Keeper |

| Questions |
|-----------|
|-----------|

| | |
|--|---|
| 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: | 50 Mall Road, Suite 212 Burlington, MA 01803 Phone: [REDACTED] Fax: (781) 425-3225 |
|--|---|

This report will be used to assess your safety compliance.

Violations

| <p>1. Primary: 382.305</p> <p>Failing to implement a random controlled substance and/or an alcohol testing program.</p> <p>A Acute</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>1</td> </tr> </tbody> </table> <p>Total Checked: 1</p> | Fed | State | Total | 1 | | 1 | <p>BASIC Impacted Controlled Substances/Alcohol</p> | <p>Rating Factor 2: Driver = Part 382</p> |
|---|---|---|-------|--------------|---------|---|---|--|--|
| Fed | State | Total | | | | | | | |
| 1 | | 1 | | | | | | | |
| <p>Example/Notes:</p> <p>Driver Dunyadar, Gasanov , Trip Date 06/13/19. Truck # MA 1100B/Trailer # [REDACTED] with a CGVWR exceeding 26,001lbs. Calendar Year 2018.</p> <p>Driver Vdremus Covington, Trip Date 09/26/18.</p> <p>Driver Oleg Kostyushko, Trip Date 12/18/18.</p> | | <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>3</td> </tr> </tbody> </table> | | In Violation | Checked | 3 | 3 | | |
| In Violation | Checked | | | | | | | | |
| 3 | 3 | | | | | | | | |
| <p>2. Primary: 383.37(a)</p> <p>Allowing, requiring, permitting, or authorizing a driver to operate a CMV during any period in which the driver does not have a current CLP or CDL or does not have a CLP or CDL with the proper class or endorsements. An employer may not use a driver to operate a CMV who violates any restriction on the driver's CLP or CDL.</p> <p>A Acute</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>3</td> <td></td> <td>3</td> </tr> </tbody> </table> <p>Total Checked: 5</p> | Fed | State | Total | 3 | | 3 | <p>BASIC Impacted Driver Fitness</p> | <p>Rating Factor 2: Driver = Part 383</p> |
| Fed | State | Total | | | | | | | |
| 3 | | 3 | | | | | | | |
| <p>Example/Notes:</p> <p>Driver Dartanyan Gasanov, Trip Date 04/02/19. Operating a combination exceeding 26,001lbs without a CDL license.</p> <p>Driver Nadjib Osmanli, Trip Date 04/02/19. Operating a combination exceeding 26,001lbs without a CDL license.</p> <p>Driver Dzhamal Ragibov, Trip Date 09/26/18. Operating a combination exceeding 26,001lbs without a CDL license.</p> | | <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>5</td> </tr> </tbody> </table> | | In Violation | Checked | 3 | 5 | | |
| In Violation | Checked | | | | | | | | |
| 3 | 5 | | | | | | | | |
| <p>3. Primary: 390.35 Secondary: 396.3(b)</p> <p>Making fraudulent or intentionally false entry on inspection and vehicle maintenance record.</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>1</td> </tr> </tbody> </table> | Fed | State | Total | 1 | | 1 | <p>BASIC Impacted Vehicle Maintenance</p> | <p>Rating Factor 1: General = Part 390</p> |
| Fed | State | Total | | | | | | | |
| 1 | | 1 | | | | | | | |

A Acute

Total Checked: 5

Example/Notes:

Truck # 2018 Dodge Ram 3500, Vin# 3C7WRTCL [REDACTED], Driver Oleksandr Kharchenko, Trip Date 05/25/19. Carrier produced a sheet with Initial DG adjacent to 05/25/19 Manufacturer Recommendations to satisfy a record of maintenance on the vehicle. At the time of this recorded entry the vehicle was in transit from WI to IL. Company vehicle list indicates company operates one 2018 Ram 3500 and identified vehicle assigned to Oleksandr. Keep Trucking Driver's Daily Log dated May 25, 2019 for Driver Oleksandr Kharchenko, shows vehicle as 2018 Dodge Ram 3500.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 1 | 5 |

4. Primary: 395.8(e)(2)

Disabling, deactivating, disengaging, jamming, or otherwise blocking or degrading a signal transmission or reception, or reengineering, reprogramming, or otherwise tampering with an automatic on-board recording device or ELD so that the device does not accurately record and retain required data; or permitting, or requiring another person to engage in such activity.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 150

BASIC Impacted Hours-of-Service Compliance

Rating Factor 3: Operational = Part 395

A Acute

Example/Notes:

Driver Duniyadar Gasanov, Trip Date 06/18/19. Truck # [REDACTED] Trailer # [REDACTED], In excess of 26,001lbs. Driver stated and showed investigator how he disconnected Keep Trucking AOBRD. Record Shows Off Duty in West Springfield, MA for 21Hrs. Entry at 2106hrs on Duty, Dunkirk NY. Distance of 410 miles and 6hrs and 31 minutes time unaccounted.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 1 | 6 |

5. Primary: 395.8(e)(1)

Making, or permitting a driver to make, a false report regarding duty status

C Critical
At least 10% of the number checked had violations

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 28 | 5 | 33 |

Total Checked: 150

BASIC Impacted Hours-of-Service Compliance

Rating Factor 3: Operational = Part 395

Example/Notes:

Driver Dundiayadar Gasanov, Trip Date 05/24/19. Record Shows Off Duty 12am to

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
|--------------|---------|

12:16pm in Washington, NJ. On Duty Entry shows 12:16PM vehicle moving in Skowhegan, ME. 463Miles from last recorded duty status.

| | |
|---|---|
| 6 | 6 |
|---|---|

6. Primary: 396.11(a)

Failing to require driver to prepare driver vehicle inspection report.



Critical

At least 10% of the number checked had violations

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 2 | | 2 |

Total Checked: 2

BASIC Impacted
Vehicle Maintenance

Rating Factor 4:
Vehicle = Part 396

Example/Notes:

Truck# 8513, MA # [REDACTED], Driver Joshua Stevens, Trip Date 04/23/19. Vehicle was cited for deficiencies with tires and lights. Carrier did not provide evidence of a DVIR or maintenance records showing repairs were made.

Truck# 7458, MA# [REDACTED], Driver Dartanyan Gasanov, Trip Date 04/02/19. Vehicle was cited for deficiencies with tires. Carrier did not provide evidence of a DVIR or maintenance records showing repairs were made.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 2 | 2 |

7. Primary: 396.17(a)

Using a commercial motor vehicle not periodically inspected.



Critical

At least 10% of the number checked had violations

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 2 | | 2 |

Total Checked: 7

BASIC Impacted
Vehicle Maintenance

Rating Factor 4:
Vehicle = Part 396

Example/Notes:

Truck # MA [REDACTED], Trailer# MA [REDACTED], Driver Mizam Ragibov, Trip Date 02/07/19. Truck was dispatched without having been Inspected until 02/09/19. Trailer was not inspected until 06/03/19. Massachusetts has mandatory state inspection program.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 2 | 7 |

8. Primary: 391.51(b)(7)(ii)

Failure to obtain from the current licensing State, and placed in the driver qualification file, a motor vehicle record that contains medical certification status within 15 days of a new medical card being issued.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 1

Example/Notes:

Driver Vdremus Covington, Trip Date 09/26/18. NO MEC in File and MVR on file shows expired MEC 04/13/18. No further evidence of MEC qualifications in file. Check with

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| | |

CDLIS shows current medical expiration of 03/12/2020.

| | |
|---|---|
| 1 | 1 |
|---|---|

9. Primary: 382.301(a)

Using a driver before the motor carrier has received a negative pre-employment controlled substance test result.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 3

Example/Notes:

Driver Oleg Kostyushko, Trip Date 12/18/18. Truck# MA [REDACTED], Trailer # [REDACTED]. Hire Date 09/2018. No evidence of Pre Employment Test.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 1 | 3 |

10. Primary: 382.601(a)

Failing to provide educational materials explaining requirements of part 382 and employer's drug and alcohol program policies.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 1

Example/Notes:

Driver Vdremus Covington, Trip Date 09/26/18. Carrier has no D/A Policy.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| | |

11. Primary: 382.603

Failing to ensure person designated to determine that drivers undergo reasonable suspicion testing receive 60 minutes training for alcohol and/or 60 minutes of training for controlled substances.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 1

Example/Notes:

Driver Oleg Kostyushko, Trip Date 12/18/18. Supervisor Dartanyan Gasanov has not received training.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| | |

12. Primary: 390.15(b)

Failing to maintain, for a period of three years after an accident occurs, an accident register.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 1

Example/Notes:

Diver Volodymyr Zhukovskyy, Crash date 06/21/2019, seven fatalities.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| | |

13. Primary: 391.15(a)

Using a disqualified driver.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 5

Example/Notes:

Bryand Raposo, Trip Date 06/22/19. CT to MA Driver Hired on 02/26/19 while Suspended, License not active as of the date of this report.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 1 | 5 |

14. Primary: 391.21(a)

Using a driver who has not completed and furnished an employment application.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 4 | | 4 |

Total Checked: 5

Example/Notes:

Driver Volodymyr Zhukovskyy, Trip/Crash date 06/21/19.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 4 | 5 |

15. Primary: 391.23(a)

Failing to investigate driver's background.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 5 | | 5 |

| <p>Example/Notes:</p> <p>Driver Vdremus Covington, Trip Date 09/26/18. Previous employment checks not conducted.</p> | <p>Total Checked: 5</p> <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>5</td> </tr> </tbody> </table> | In Violation | Checked | 5 | 5 |
|---|--|--------------|---------|---|---|
| In Violation | Checked | | | | |
| 5 | 5 | | | | |

| <p>16. Primary: 391.23(c)</p> <p>Failing to investigate driver's background within 30 days of employment.</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>1</td> </tr> </tbody> </table> <p>Total Checked: 5</p> | Fed | State | Total | 1 | | 1 |
|--|---|-------|-------|-------|---|--|---|
| Fed | State | Total | | | | | |
| 1 | | 1 | | | | | |

| <p>Example/Notes:</p> <p>Driver Oleksandr, Karchenko, Trip Date 05/24/19 Hire Date 03/28/18. MVR Date 08/09/18. Driver History not obtained within 30 days of hire.</p> | <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>5</td> </tr> </tbody> </table> | In Violation | Checked | 1 | 5 |
|--|---|--------------|---------|---|---|
| In Violation | Checked | | | | |
| 1 | 5 | | | | |

| <p>17. Primary: 391.23(e)(1)</p> <p>Failing to investigate the driver's alcohol and controlled substances history for the previous 3 years.</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>3</td> <td></td> <td>3</td> </tr> </tbody> </table> <p>Total Checked: 3</p> | Fed | State | Total | 3 | | 3 |
|--|---|-------|-------|-------|---|--|---|
| Fed | State | Total | | | | | |
| 3 | | 3 | | | | | |

| <p>Example/Notes:</p> <p>Driver Vdremus Covington, Trip Date 09/26/18.</p> | <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>3</td> </tr> </tbody> </table> | In Violation | Checked | 3 | 3 |
|---|---|--------------|---------|---|---|
| In Violation | Checked | | | | |
| 3 | 3 | | | | |

| <p>18. Primary: 391.51(b)(2)</p> <p>Failing to maintain inquiries into driver's driving record in driver's qualification file.</p> | <p>Violations Discovered</p> <table border="1"> <thead> <tr> <th>Fed</th> <th>State</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>1</td> </tr> </tbody> </table> <p>Total Checked: 5</p> | Fed | State | Total | 1 | | 1 |
|---|---|-------|-------|-------|---|--|---|
| Fed | State | Total | | | | | |
| 1 | | 1 | | | | | |

| <p>Example/Notes:</p> <p>Driver Jose Nieves, Trip Date 05/29/19. DQ file provided by Westfield Transport Inc, belongs to East Transport LLC. Application</p> | <p>Drivers/Vehicles</p> <table border="1"> <thead> <tr> <th>In Violation</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table> | In Violation | Checked | | |
|---|---|--------------|---------|--|--|
| In Violation | Checked | | | | |
| | | | | | |

shows driver employed with Westfield Transport Inc since 2013. MVR provided dated 06/26/19 during the investigation. No previous background inquiries provided.

| | |
|---|---|
| 1 | 5 |
|---|---|

19. Primary: 392.2

Operating a commercial motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated - Unsafe Driving.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 1 | | 1 |

Total Checked: 1

Example/Notes:

The FMCSA and State partners have identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Unsafe Driving BASIC of the Carrier Safety Measurement System, including: speeding, failure to maintain lane, failure to obey traffic control device and unlawfully parking.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 1 | 1 |

MA Registration # [REDACTED]

Mizam Ragibov

02/07/2019

Speeding 6-10 miles per hour the speed limit

20. Primary: 395.3(a)(2)

Requiring or permitting a property-carrying commercial motor vehicle driver to drive after the end of the 14th hour after coming on duty.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 5 | | 5 |

Total Checked: 150

Example/Notes:

Driver Dunyadar Gasanov, Trip Date 06/19/19. Driver drove 30 minutes after being on duty 14 hours.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 2 | 6 |

21. Primary: 395.3(a)(3)(i)

Requiring or permitting a property-carrying commercial motor vehicle driver to drive more than 11 hours.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 6 | | 6 |

Total Checked: 150

Example/Notes:

Drivers/Vehicles

Driver Dunyadar Gasanov, Trip date 06/19/19. Driver previous day record of duty and drove additional 6 Hrs and 31 minutes arriving at 11 hrs drive time on 0200am on the 19th. Drove from 0200-0445am total drive time 13hrs 45 minutes.

Driver Jose Nieves, Trip Date 06/05/19. Driver AOBRD shows drive time 11.96hrs. IL to NY.

| In Violation | Checked |
|--------------|---------|
| 3 | 6 |

22. Primary: 395.8(e)(1)

False reports of records of duty status (inaccurate).

Example/Notes:

Driver Jose Nieves, Trip Date 06/06/19, driver recorded sleeper berth with two different locations approximately 36 miles apart.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 6 | | 6 |

Total Checked: 150

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 3 | 6 |

23. Primary: 395.8(j)(2)

Failing to obtain from driver, used for the first time or intermittently, a signed statement giving the total time on duty during the preceding 7 days and time at which last relieved from duty.

Example/Notes:

Driver Volodomyr Zhukovskyy, Trip/Crash Date 06/21/19. Hire date 06/19/19.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 4 | | 4 |

Total Checked: 4

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 4 | 4 |

24. Primary: 396.3(b)(2)

Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed.

Example/Notes:

Company maintenance records only record date of Manufacturing Recommendations and are pre-filled out and then date and initials of D.G. are written when this service is

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 5 | | 5 |

Total Checked: 5

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| | |

performed. There is no indication when the next inspection is due or any other non Manufacturing Recommendations. Record for MA [REDACTED] 6, VIN #3C6UR5DL9H [REDACTED], records Manufacturing Recommendations on 06/16/2019 with no indication when next service due, vehicle was inspected on 06/26/19 and cited for tire violation.

| | |
|---|---|
| 5 | 5 |
|---|---|

25. Primary: 396.3(b)(3)

Failing to keep a record of inspection, repairs and maintenance indicating their date and nature.

Violations Discovered

| Fed | State | Total |
|-----|-------|-------|
| 3 | | 3 |

Total Checked: 5

Example/Notes:

Truck # 2018 Dodge Ram 3500, Vin# 3C7WRTCL9 [REDACTED], 04/02/2019, cited and placed OOS for tire related violations, company could not provide record defects were corrected. Company provided record showing Manufacturing Recommendations were performed on 04/06/2019.

Drivers/Vehicles

| In Violation | Checked |
|--------------|---------|
| 3 | 5 |

Safety Fitness Rating

Your proposed safety rating is: **UNSATISFACTORY**

2 or more UNSATISFACTORY rating factors.

Corrective actions must be taken for any violations (deficiencies) identified in this report. See below for more information.

| RATING FACTORS | RATING | ACUTE | CRITICAL |
|---|----------------|-------|----------|
| Factor 1: General = Parts 387 and 390 | Conditional | 1 | |
| Factor 2: Driver = Parts 382, 383 and, 391 | Unsatisfactory | 2 | |
| Factor 3: Operational = Parts 392 and 395 | Unsatisfactory | 1 | 1 |
| Factor 4: Vehicle = Parts 393 and 396 OOS Vehicles (CR): 1 Number of Vehicles Inspected (CR): 5 OOS Vehicles (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0 | Unsatisfactory | | 2 |
| Factor 5: Haz. Mat. = Parts 397, 171, 177 and, 180 | Satisfactory | | |
| Factor 6: Accident Factor = Recordable Rate Total Miles Operated: 900,000 Recordable Accidents: 2 Recordable Accidents/Million Miles: 2.22 | Unsatisfactory | N/A | N/A |

Effective date: You will receive an official notice of proposed safety rating from the Federal Motor Carrier Safety Administration in Washington, D.C. The Unsatisfactory rating will take effect 45 days after the date of the official notice.

PROHIBITION: Under 49 USC 31144(c) and 49 CFR 385.13, a motor carrier that receives a final Unsatisfactory safety rating is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce. If applicable, the motor carrier shall have its operating authority registration revoked under 49 USC 13905(f)(1)(B).

You may request a safety rating upgrade based on corrective action under 49 CFR 385.17 and/or an administrative review under 49 CFR 385.15.

Change to safety rating based on corrective action: You may request a change to a safety rating under 49 CFR 385.17 at any time by providing evidence that you have taken actions to correct the deficiencies that resulted in the safety rating. You must make this request in writing to the Field Administrator for the FMCSA Service Center in which you maintain your principal place of business. A pending request for a change in safety rating under 49 CFR 385.17 will not delay the effective date of the rating.

Administrative Review: You may appeal your proposed safety rating in a petition filed under 49 CFR 385.15 if you believe FMCSA made an error in assigning your safety rating. You must submit your appeal within 90 days of the date of the proposed safety rating or within 90 days after denial of a request for a change in rating under section 385.17(i).

You should submit your appeal within 15 days of the date of the official safety rating notice to allow FMCSA to issue a written decision before the prohibitions in 49 CFR 385.13 take effect. A petition under section 385.15 will not delay the effective date of the rating unless the Chief Safety Officer grants a stay.

You must submit your appeal in writing to: Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590-0001.

DataQs: If you dispute the violations recorded in the Violations section of this investigation report, and the violations were not used in

the calculation of your safety rating, you may submit a Request for Data Review (RDR) through DataQs. The DataQs system is the method to remove violations that did not affect your safety rating. DataQs is an online system that allows a motor carrier or driver to request and track a review of Federal and State issued data that it believes to be incomplete or incorrect. To submit an RDR, go to <https://dataqs.fmcsa.dot.gov>.

Process Breakdown and Remedies

BASIC: Hours-of-Service Compliance

Process Breakdown: Monitoring and Tracking

Westfield Transport Inc Owners Dartanyan and Duniyadar Gasanov FAILED TO ENSURE that Drivers were complying with HOURS OF SERVICE REGULATIONS and both Owners tampered with and/or Falsified AOB RD records to evade HOS Rules and hide violations.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Monitoring and Tracking:

1. Promptly review all Records of Duty Status (RODS) for Hours-of-Service (HOS) violations and falsification. Look for discrepancies by comparing driver logs with their "check-in" calls and other supporting documents.
2. Implement an effective process for monitoring, tracking, and evaluating all drivers' compliance with Hours-of-Service (HOS) regulations and company policies.
3. Document all findings of fatigue-related noncompliance with regulations and/or company policies.
4. Systematically check to see if drivers and dispatchers are regularly communicating about Hours-of-Service (HOS) availability and driver-fatigue level.
5. Maintain roadside inspection, Records of Duty Status (RODS), supporting documents, dispatch schedules, and communication records to help evaluate the performance of all staff (drivers, dispatchers, and managers) involved in Hours of Service (HOS) and the effectiveness of compliance with HOS policies, procedures, and regulations.
6. Regularly evaluate the company's fatigue-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them.
7. Implement a system for keeping accurate records of employees' Hours-of-Service (HOS) training needs and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
8. Consider using Electronic On-board Recorders (EOBRs) to monitor and track Hours-of-Service (HOS) violations.
9. Evaluate personnel (log clerks, payroll, dispatchers, and third-party safety consultants) who are monitoring drivers' Records of Duty Status (RODS) for accuracy; for whether they are applying performance standards fairly, consistently, and equitably; and for whether they are documenting evaluations.
10. When monitoring and tracking any fatigue-related issues, always assess whether an issue is individual or represents a systemic breakdown in the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

BASIC: Unsafe Driving

Process Breakdown: Monitoring and Tracking

Westfield Transport Inc Owners Dartanyan and Duniyadar Gasanov FAILED to ENSURE that drivers were operating safely and FAILED to monitor and or track driver behavior. The absence of safety management resulted in violations accrued. YOU MUST MONITOR DRIVER BEHAVIOR AND IDENTIFY PATTERNS TO AVOID POTENTIAL FOR CRASH.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Monitoring and Tracking:

1. Ensure that dispatchers and/or the safety manager monitor drivers' speed for violations with use of an electronic or manual movement record that is, that they track driver movements via driver reports, global positioning systems (GPS), and travel receipts.
2. Maintain roadside inspection reports, moving violation records, and "How am I driving?" complaints to help evaluate the performance of all staff (drivers and managers) involved in safe driving and the effectiveness of the policies and procedures.
3. Review and retain each driver's Motor Vehicle Record (MVR) at least annually to ensure compliance with company policies, Federal regulations, and State and local laws and ordinances related to safe driving. If a driver seems to have license-related problems, the MVR should be reviewed more often. Random MVR checks in addition to annual checks are also effective. File the MVR in each driver's driver qualification file after review.
4. Ensure that the safety director/dispatchers ascertain that all routes can be completed within speed limits.
5. Evaluate personnel who are monitoring drivers' safety performance by making sure that they are using inspections and other data; applying performance standards fairly, consistently, and equitably; and documenting evaluations.
6. Place a "How am I driving?" sticker on every truck to get feedback from the public on drivers exhibiting unsafe behaviors on the road. Assess feedback for safety implications.
7. Regularly evaluate the company's unsafe-driving-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them. Use data to help implement an effective process beyond self-reporting to monitor, document, and evaluate compliance with unsafe-driving regulations and company policies.
8. Implement a system for keeping accurate records of employee driving-safety training needs and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
9. When monitoring and tracking any unsafe-driving-related issues, always assess whether an issue is individual or represents a systemic breakdown in one of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

BASIC: Controlled Substances/Alcohol Process Breakdown: Qualification and Hiring

Westfield Transport Inc Owners Dartanyan and Dunyadar Gasanov FAILED to Implement a Random Drug and Alcohol Testing program for CDL drivers and Failed to Pre Employment test a driver prior to use, Failed to conduct background investigations on drivers, resulting in drivers with serious violation histories to operate Westfield Transport Inc Vehicles. YOU ARE REQUIRED TO CONDUCT BACKGROUND INQUIRIES, YOU ARE REQUIRED TO IMPLEMENT A COMPLETE DRUG AND ALCOHOL TESTING PROGRAM.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Qualification and Hiring:

1. Ensure that applicants for safety-sensitive positions do not have a current controlled-substance and/or alcohol problem by querying them and checking with their previous employers regarding controlled-substance and alcohol violations, related background, conditions and behaviors indicative of controlled-substance and/or alcohol abuse or misuse, and by conducting pre-employment testing as required by regulation and company policy. Create a detailed written record of each inquiry.
2. Ensure that the controlled-substance and alcohol-testing program manager is qualified to query applicants and previous employers about their knowledge and experience regarding rules, interpretations, and compliance practices of other companies.
3. Review and evaluate driver applicants' gaps in employment, frequent job changes, and incomplete applications. Require applicants to explain reasons for any gaps in their employment record in order to allay suspicion of controlled-substance and/or alcohol abuse or misuse.
4. Ensure that contracted service agents are qualified to facilitate the company's adherence to regulations and company policies and

procedures.

5. Verify that the qualifications of all prospective service agents are in accordance with regulations.
6. Ensure that the employment application captures all information required by the Federal Motor Carrier Safety Regulations for example, whether applicants have ever tested positive or have refused to take a controlled substance and alcohol test, and if so, whether they have complied with the return-to-duty process as required by regulations.
7. Enhance the recruitment process to identify and attract qualified applicants for the positions of safety director, service agent, and testing personnel by using outside resources such as insurance companies, industry groups, and consultants for employee searches and referrals.

BASIC: Driver Fitness

Process Breakdown: Monitoring and Tracking

Westfield Transport Inc Owners Dartanyan and Dunyadar Gasanov failed to ensure that drivers were qualified to operate commercial motor vehicles and had proper qualifications. The company hired and used a driver with a suspended operator license (Bryand Raposo)
DRIVERS MUST BE QUALIFIED TO OPERATE CMV AND YOU ARE REQUIRED TO DOCUMENT QUALIFICATIONS.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Monitoring and Tracking:

1. Implement an effective process for monitoring and documenting all drivers' job functions, training, qualifications, renewal dates, disclosed medical conditions, and operational restrictions, including those of drivers on a waiver program or with impairments that may be satisfied by a Skill Performance Evaluation certificate, to ensure that assignments are covered by qualified drivers.
2. Review and retain each driver's Motor Vehicle Record (MVR) at least annually to ensure compliance with company policies, Federal regulations, and State and local laws and ordinances related to driver fitness. If a driver seems to have numerous violations, the MVR should be reviewed more often. Random MVR checks in addition to annual checks are also effective. File the MVR in each driver's driver qualification file after review.
3. Maintain each driver's investigation history file in a secure location with limited and controlled access for as long as the driver is employed and for three years thereafter.
4. Maintain roadside inspection reports, moving violation records, training records, the Commercial Driver's License (CDL), the dispatch schedule, bills of lading, and the medical report to help evaluate the performance of all staff involved in qualifying drivers (dispatchers and managers) and the effectiveness of the policies and procedures.
5. Implement a system for keeping accurate records of employee driver fitness training needs, such as entry-level and HAZMAT training, and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
6. Evaluate personnel who are monitoring driver fitness performance by making sure they are reviewing driver-assignment and qualification files; applying the performance standards fairly, consistently, and equitably; and documenting the evaluations.
7. Regularly evaluate the company's driver fitness-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them. Use data to help implement an effective process beyond self-reporting to monitor, document, and evaluate compliance with driver-fitness regulations and company policies.
8. When monitoring and tracking any driver-fitness-related issue, always assess whether it is individual or represents a systemic breakdown in one of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

BASIC: Vehicle Maintenance

Process Breakdown: Roles and Responsibilities

Westfield Transport Inc Owners Dartanyan and Duniyadar Gasanov FAILED to DOCUMENT a qualifying Maintenance program. Duniyadar Gasanov reports conducting the majority of work on the vehicles and records provided showing dates work performed and initialed by "DG" did not match trip records for vehicles. YOU MUST ACCURATELY RECORD ALL WORK COMPLETED, MAINTAIN REPAIR ORDERS, INVOICES FOR REPAIRS CONDUCTED AT ROADSIDE AND IDENTIFY VEHICLES AND WORK COMPLETED to ENSURE SAFE OPERATING FLEET.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Roles and Responsibilities:

1. Define and document responsibilities of managers, supervisors, drivers, dispatchers, mechanics, and technicians as related to vehicle inspection, repair, and maintenance policies, including the monitoring and documentation of defects and repairs.
2. Define and document roles and responsibilities of mechanics and technicians for differentiating between safety-related defects and other defects and for taking unsafe vehicles Out-of-Service (OOS).
3. Empower the person who is in charge of fixing trucks with the authority to complete tasks, such as the purchasing of new parts when needed.
4. Define and document roles and responsibilities for checking daily completion of Driver Vehicle Inspection Records (DVIRs) and certifying repair before the next assignment.
5. Define and document dispatcher responsibilities for planning, scheduling, monitoring, and adjusting fleet operations in accordance with repair and maintenance requirements.
6. Define driver responsibilities for informing managers, supervisors, and mechanics/technicians of safety-related defects and repair requirements prior to vehicle operation, including those resulting from vehicle Out-of-Service (OOS) orders.

BASIC: Crash Indicator

Process Breakdown: Qualification and Hiring

Westfield Transport Inc Owners Dartanyan and Duniyadar Gasanov hired Driver Volodomyr Zhukovskyy without conducting the required employment background investigation, without training in accordance with verbalized company policy. Owner Duniyadar Gasdanov reports direct knowledge of the driver attending alcohol abuse program and hired the driver regardless of known history and without conducting further investigation into the drivers recent history via previous employer as required by the regulations.

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Qualification and Hiring:

1. Ensure that Motor Vehicle Records (MVRs) from States issuing Commercial Driver's Licenses (CDLs) are reviewed for unsafe driving violations of all prospective drivers for the last three years.
2. Ensure that prospective drivers will drive safely by querying applicants, checking with previous employers and references, and obtaining necessary documents regarding drivers' medical conditions, safety performance, qualifications, and training going back three years.
3. Review and evaluate gaps in employment, frequent job changes, incomplete applications, operational limitations, physical impairments, and controlled substances and alcohol involvement.
4. Ensure that the employment application captures all information required by the Federal Motor Carrier Safety Regulations (FMCSRs)

pertaining to moving violations, prior convictions, and denied employment based on unsafe driving.

Recommendations

1. **Notice of Claim Violations**

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations, or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review.

Attached to this report is Table 1, which identifies all the documented violations which were discovered during the course of this review.

2. **Acute and Critical Violations**

Acute and/or Critical violations were recorded on this investigation report. These violations will impact your safety record.

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.

3. **Carrier Crashes**

The Division Administrator/State Director 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 (Factor 6) on the CR report. If so, the motor carrier must submit the compelling evidence within seven calendar days if the proposed rating is Unsatisfactory and 10 calendar days if the proposed rating is Conditional to:

Division Administrator/State Director
Federal Motor Carrier Safety Administration
Mailing Address
50 Mall Road, Suite 212
Burlington, MA 01803

Compelling evidence must be limited to official police accident reports and official insurance accident investigation reports.

4. **Additional Information**

Please visit the CSA outreach site for additional guidance: <https://csa.fmcsa.dot.gov>.

5. **For all Investigations:**

- **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.

6. **All Other Motor Carriers:** This review will result in a Proposed Safety Rating. The findings indicate you are currently operating at an unsatisfactory level of safety compliance. A written notice of proposed unsatisfactory rating will be sent to you by the FMCSA via

U.S. Mail. If you fail to obtain an improved rating within 60 days of the date that notice is sent, the unsatisfactory rating will become final and you must cease interstate operations.

Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

For all Investigations that did not result in a Cooperative Safety Plan:

You may prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter, and any additional evidence necessary to prove the corrective action has been taken to:

Division Administrator Richard Bates
Federal Motor Carrier Safety Administration
50 Mall Rd, Suite 212
Burlington, MA 01803

7. For all Investigations that could result in a Notice of Claim:

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review.

Attached to this report is Table 1, which identifies all the documented violations which were discovered during the course of this review.

For all Investigations resulting in serious violations:

Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date unless adequate evidence of corrective action is forwarded to our office:

Division Administrator Richard Bates
Federal Motor Carrier Safety Administration
50 Mall Rd, Suite 212
Burlington, MA 01803

For all Investigations where the carrier has been involved in 2 or more recordable crashes:

The Division Administrator/State Director 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 (Factor 6) on the CR report. If so, the motor carrier must submit the compelling evidence within seven calendar days if the proposed rating is Unsatisfactory and 10 calendar days if the proposed rating is Conditional to:

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review.

evaluating its accident factor (Factor 6) on the CR report. If so, the motor carrier must submit the compelling evidence within seven calendar days if the proposed rating is Unsatisfactory and 10 calendar days if the proposed rating is Conditional to:

Division Administrator Richard Bates
Federal Motor Carrier Safety Administration
50 Mall Rd, Suite 212
Burlington, MA 01803

Compelling evidence must be limited to official police accident reports and official insurance accident investigation reports.

For all Investigations resulting in a proposed conditional or unsatisfactory rating:

385.15

If you believe the proposed rating is in error and there are factual and procedural issues in dispute, Part 385.15 (copy provided) outlines procedures for petitioning the Federal Motor Carrier Safety Administration for an administrative review of these findings. Your petition should be addressed to:

Chief Safety Officer
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE,
Washington, DC 20590

385.17

In addition, a request for a revised rating based on corrective actions may be made at any time. Part 385.17 (copy provided) outlines the procedures for such a request. The request must be made in writing, must describe the corrective action taken and must include other documentation that may be relied upon as a basis for the requested change. Address your written request to:

Field Administrator
Federal Motor Carrier Safety Administration
31 Hopkins Plaza Suite 800
Baltimore, MD 21201

Ensure that a CC copy of the letter is mailed to:

Division Administrator Richard Bates
Federal Motor Carrier Safety Administration
50 Mall Rd, Suite 212
Burlington, MA 01803

This letter should be submitted as soon as possible.

For all Investigations resulting in a proposed unsatisfactory rating:

Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

8. 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.
9. 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>
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. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

Table 1: Violations Discovered During Review/Inspection

| Violation | Date | Identifying Information | Description |
|---|----------|---|-------------|
| 396.11(a) - Failing to require driver to prepare vehicle inspection report | | | |
| 1 | 04/23/19 | Equipment: Truck #8513, MA # [REDACTED] | |
| 2 | 04/02/19 | Equipment: Truck #7458, MA # [REDACTED] | |
| 396.17(a) - Using a CMV not periodically inspected | | | |
| 1 | 02/07/19 | Equipment: Truck # [REDACTED] | |
| 2 | 02/07/19 | Equipment: Trailer # [REDACTED] | |
| 395.8(e)(1) - False reports of records of duty status | | | |
| 1 | 05/24/19 | Dunyadar Gasanov | |
| 2 | 05/28/19 | Dunyadar Gasanov | |
| 3 | 05/29/19 | Dunyadar Gasanov | |
| 4 | 05/30/19 | Dunyadar Gasanov | |
| 5 | 05/31/19 | Dunyadar Gasanov | |
| 6 | 06/05/19 | Dunyadar Gasanov | |
| 7 | 06/06/19 | Dunyadar Gasanov | |
| 8 | 06/08/19 | Dunyadar Gasanov | |
| 9 | 06/17/19 | Dunyadar Gasanov | |
| 10 | 06/19/19 | Dunyadar Gasanov | |
| 11 | 06/21/19 | Dunyadar Gasanov | |
| 12 | 06/15/19 | Bryand Raposo | |
| 13 | 06/16/19 | Bryand Raposo | |
| 14 | 06/14/19 | Bryand Raposo | |
| 15 | 06/13/19 | Bryand Raposo | |
| 16 | 06/07/19 | Bryand Raposo | |
| 17 | 06/21/19 | Sedat Guney | |

| | | | |
|----|----------|----------------------|--|
| 18 | 06/19/19 | Sedat Guney | |
| 19 | 06/20/19 | Sedat Guney | |
| 20 | 05/29/19 | Jose Nieves | |
| 21 | 06/03/19 | Jose Nieves | |
| 22 | 05/28/19 | Oleksandr Karchencko | |
| 23 | 05/31/19 | Oleksandr Karchencko | |
| 24 | 06/04/19 | Oleksandr Karchencko | |
| 25 | 06/06/19 | Oleksandr Karchencko | |
| 26 | 06/14/19 | Oleksandr Karchencko | |
| 27 | 06/18/19 | Dartanyan Gasanov | |
| 28 | 06/19/19 | Dartanyan Gasanov | |
| 29 | 06/01/19 | Dunyadar Gasanov | |
| 30 | 06/12/19 | Dunyadar Gasanov | |
| 31 | 05/28/19 | Jose Nieves | |
| 32 | 05/30/19 | Jose Nieves | |
| 33 | 05/31/19 | Jose Nieves | |

382.305 - Failing to implement random controlled substance or alcohol testing program

| | | | |
|---|----------|--------------------------|--|
| 1 | 06/13/19 | Driver: Dunyadar Gasanov | |
|---|----------|--------------------------|--|

390.35 - Making fraudulent entry on records of inspection and vehicle maintenance.

| | | | |
|---|----------|-----------------------------|--|
| 1 | 05/25/19 | Vin# 3C7WRTCL9JG [REDACTED] | |
|---|----------|-----------------------------|--|

383.37(a) - CDL must be current with proper endorsements. Must not violate restrictions

| | | | |
|---|----------|---------------------------|--|
| 1 | 04/02/19 | Driver: Dartanyan Gasanov | |
| 2 | 04/02/19 | Driver: Nadjib Osmanli | |
| 3 | 09/26/18 | Driver: Dzhamal, Ragibov | |

391.15(a) - Using a disqualified driver

| | | | |
|---|----------|-----------------------|--|
| 1 | 06/22/19 | Driver: Bryand Raposo | |
|---|----------|-----------------------|--|

395.8(e)(2) - Tampering with an AOB RD or ELD so that it does not record or retain data

| | | | |
|---|----------|------------------|--|
| 1 | 06/18/19 | Dunyadar Gasanov | |
|---|----------|------------------|--|

