National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

MOTOR CARRIER FACTORS ATTACHMENT

New Entrant Safety Audit

(17 Pages)

USDOT#	Legal: BEST NATIONAL INDUSTRIES INCORPORATED	Review Date:
2927244	Operating (DBA): CJJ INDUSTRIES INC	10/11/2017

Part A - General Information

MC/MX #: 987975 **State #:** **Federal Tax ID:** [redacted]
Review Type: Safety Audit – New Entrant **Location of Review/Audit:** Company Facility in the U. S.
Scope: Entire Operation **Territory:** 17

Operation Types	Interstate	Intrastate
Carrier:	HM	N/A
Shipper:	N/A	N/A
Cargo Tank:	N/A	

Business: Corporation
Gross Revenue: $870,000.00
for year ending: 9/30/2017

Company Physical Address:

5130 W Lawndale Ave
Summit, IL 60501, US

Contact Name: Dan Russo - President (Officer)
Phone numbers: (1) [redacted] **(2)** 708-921-8390 **Fax** 708-277-1701
E-Mail Address: cjjindustriesinc@sbcglobal.ne

Company Mailing Address:

PO BOX 1286
LA GRANGE PARK, IL 60526, US

Carrier Classification

Authorized For Hire

Cargo Classification

Chemicals; General Freight; US Mail

Hazardous Materials

3.0 Flammable Liquid	Carried	Non-Bulk
6.1 (Poison)	Carried	Non-Bulk
8.0 Corrosive Material	Carried	Non-Bulk

Does carrier transport placardable quantities of HM? Yes - Interstate
Is an HM Permit required? No

Driver Information

	Interstate	Intrastate
< 100 Miles:	0	0
>= 100 Miles:	5	0

Average trip leased drivers/month: 0
Total Drivers: 5
CDL Drivers: 5

Equipment

	Owned	Term Leased	Trip Leased
Truck Tractor	0	3	0
Truck	1	0	0
Trailer	5	0	0

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Part A - General Information

Power units used in the U.S.: 4

Percentage of time used in the U.S.: 100

Part A

QUESTIONS regarding this report or the Federal or Illinois Motor Carrier Safety or Hazardous

materials regulations may be addressed to the Commercial Vehicle Safety Section at:

IL Department of Transportation, Bureau of Investigations and Compliance
2300 S. Dirksen Parkway, Room 323 Springfield, IL 62764
Telephone: (217) 785-1181 or Telefax: (217) 782-9159

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed:

Name: Dan Russo	**Title:** President
Name: Brian Russo	**Title:** Sales Manager

Safety Investigator Name: KOSTRUBALA

Code: IL0108

Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question	**Answer**
Factor 1. General Question #1 Section #387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	Yes
Factor 1. General Question #2 Section #387.7(d) Critical Does the carrier have required proof of financial responsibility (property carrier)?	Yes
Factor 1. General Question #3 Section #387.31(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	N/A
Factor 1. General Question #4 Section #387.31(d) Critical Does the carrier have required proof of financial responsibility (passenger carrier)?	N/A
Factor 1. General Question #5 Section #13901 392.9a(a) Is the motor carrier authorized to conduct interstate operations in the United States?	Yes
Factor 1. General Question #6 Section #390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents for up to 3 years after each accident?	N/A
Factor 1. General Question #7 Section #390.21 Does the carrier know the commercial motor vehicles marking requirements?	Yes
Factor 2. Driver Question #1 Section #391.51(b)(1) Does the carrier maintain driver's application in accordance with 391.21?	Yes
Factor 2. Driver Question #2 Section #391.51(b)(2) Critical Does the carrier maintain a copy of the motor vehicle record received from each State pursuant to 391.23(a)(1)?	Yes
Factor 2. Driver Question #3 Section #391.51(b)(3) Does the carrier maintain the certificate of driver's road test pursuant to 391.31(e) or copy of the license accepted as equivalent to the driver's road test pursuant to 391.33?	Yes
Factor 2. Driver Question #4 Section #391.51(b)(4) Does the carrier maintain the motor vehicle record from each state driver licensing agency to the annual driver record inquiry required by 391.25(a)?	Yes
Factor 2. Driver Question #5 Section #391.51(b)(5) Does the carrier maintain the annual review of the driver's driving record as required by 391.25(c)(2) ?	Yes
Factor 2. Driver Question #6 Section #391.51(b)(6) Does the carrier maintain a list or certificate relating to violations of motor vehicle laws required by 391.27?	Yes
Factor 2. Driver Question #7 Section #391.51(b)(7) Critical Does the carrier maintain the medical examiner's certificate as required by 391.43(g)?	Yes

Question	Answer
Factor 2. Driver Question #8 Section #391.51(b)(8) Does the carrier maintain a Skill Performance Evaluation Certificate (SPEC)?	N/A
Factor 2. Driver Question #9 Section #391.53(a) Does the carrier maintain investigations into the driver safety performance history?	Yes
Factor 2. Driver Question #10 Section #391.11(b)(4) Acute Is the carrier using physically qualified drivers?	Yes
Factor 2. Driver Question #11 Section #391.15(a) Acute Is the carrier using any disqualified drivers?	No
Factor 2. Driver Question #12 Section #382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?	Yes
Factor 2. Driver Question #13 Section #382.213(b) Acute Has the carrier used drivers who have used controlled substances?	No
Factor 2. Driver Question #14 Section #382.215 Acute Has the carrier used a driver who has tested positive or has adulterated or substituted a test specimen for a controlled substance?	No
Factor 2. Driver Question #15 Section #382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	No
Factor 2. Driver Question #16 Section #382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	No
Factor 2. Driver Question #17 Section #382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	Yes
Factor 2. Driver Question #18 Section #382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	N/A
Factor 2. Driver Question #19 Section #382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	N/A
Factor 2. Driver Question #20 Section #382.305 Acute Has the carrier implemented random testing program?	Yes
Factor 2. Driver Question #21 Section #382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	Yes
Factor 2. Driver Question #22 Section #382.305(b)(2) Critical Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	Yes
Factor 2. Driver Question #23 Section #40.305(a) Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	N/A

Question	Answer
Factor 2. Driver Question #24 Section #40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	N/A
Factor 2. Driver Question #25 Section #382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	No
Factor 2. Driver Question #26 Section #382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?	N/A
Factor 2. Driver Question #27 Section #382.601 Does the carrier have a copy of a complete alcohol and drug testing policy?	Yes
Factor 2. Driver Question #28 Section #382.603 Does the carrier have evidence that all designated supervisors have received the required Reasonable Suspicion Supervisor Training?	Yes
Factor 2. Driver Question #29 Section #383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	No
Factor 2. Driver Question #30 Section #383.37(b) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	No
Factor 2. Driver Question #31 Section #383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?	No
Factor 3. Operation Question #1 Section #395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?	N/A
Factor 3. Operation Question #2 Section #395.8(a) Critical Does the carrier require drivers to make a record of duty status?	Yes
Factor 3. Operation Question #3 Section #395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?	Yes
Factor 3. Operation Question #4 Section #395.8(k)(1) Critical Can the carrier produce records of duty status and supporting documents for selected drivers?	Yes
Factor 3. Operation Question #5 Section #395.3(a)(1) Critical Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	No
Factor 3. Operation Question #6 Section #395.3(a)(2) Critical Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	No
Factor 3. Operation Question #7 Section #395.3(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)	N/A

Question	Answer
Factor 3. Operation Question #8 Section #395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)	No
Factor 3. Operation Question #9 Section #395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	N/A
Factor 3. Operation Question #10 Section #395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	N/A
Factor 3. Operation Question #11 Section #395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)	N/A
Factor 3. Operation Question #12 Section #395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)	N/A
Factor 3. Operation Question #13 Section #395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status?	No
Factor 3. Operation Question #14 Section #392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?	Yes
Factor 3. Operation Question #15 Section #392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?	Yes
Factor 3. Operation Question #16 Section #392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?	No
Factor 3. Operation Question #17 Section #392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?	No
Factor 3. Operation Question #18 Section #392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?	No
Factor 3. Operation Question #19 Section #392.80(b)/ 392.82 Have any drivers operated a commercial motor vehicle while engaged in texting or using a handheld mobile device?	No
Factor 4. Maintenance Question #1 Section #396.3(b) Critical Can the carrier produce complete maintenance files for requested vehicle(s)?	Yes
Factor 4. Maintenance Question #2 Section #396.17(a) Critical Does the motor carrier conduct periodic (annual) inspections for selected vehicles?	Yes
Factor 4. Maintenance Question #3 Section #396.19 Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Yes

Question	Answer
Factor 4. Maintenance Question #4 Section #396.21(b)(1) Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Yes
Factor 4. Maintenance Question #5 Section #396.11(a) Critical Does the motor carrier require drivers to complete vehicle inspection reports daily?	N/A
Factor 4. Maintenance Question #6 Section #396.11(c) Acute Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	N/A
Factor 4. Maintenance Question #7 Section #396.9(c)(2) Acute Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	N/A
Factor 4. Maintenance Question #8 Section #396.3 Can the carrier explain its systematic, periodic maintenance program?	Yes
Factor 5. Hazmat Question #1 Section #107.608(a) Is the carrier registered with the Pipeline and Hazardous Materials Safety Administration, and do they have copies of all of their registrations for the previous 3 years?	Yes
Factor 5. Hazmat Question #2 Section #173.6 Does the motor carrier transport Materials of Trade (MOT), that follow all the requirements listed in 173.6?	N/A
Factor 5. Hazmat Question #3 Section #171.15 Critical Does the carrier promptly report hazardous materials incidents requiring immediate telephone notice to the appropriate authorities?	N/A
Factor 5. Hazmat Question #4 Section #171.16 Critical Does the carrier file hazardous materials incident reports when required?	N/A
Factor 5. Hazmat Question #5 Section #172.516 Is the motor carrier and its drivers in compliance with the requirements for placarding hazardous materials and display of placards on vehicles?	Yes
Factor 5. Hazmat Question #6 Section #172.604(a) Does the carrier have a contract with a qualified entity to provide emergency response information or does the carrier provide emergency response to spills or incidents?	N/A
Factor 5. Hazmat Question #7 Section #172.700(a) Critical Does the carrier provide HM training for its Hazmat employees?	Yes
Factor 5. Hazmat Question #8 Section #172.704(a) Do the HM training materials cover the minimum required elements?	Yes
Factor 5. Hazmat Question #9 Section #172.704(d) Does the motor carrier have on file the required records for hazardous materials training for each hazardous materials employee?	Yes
Factor 5. Hazmat Question #10 Section #177.817(a) Critical Are the shipping papers used by the carrier properly prepared?	Yes
Factor 5. Hazmat Question #11 Section #177.817(e) Critical Does the carrier maintain proper accessibility for shipping papers?	Yes

Question Factor 5. Hazmat Question #12 Section #177.841(e) Acute	**Answer**
Does the carrier transport packages bearing a poison label in the same vehicle with any foodstuff or feed for humans or animals in violation of the regulations?	N/A
Question Factor 5. Hazmat Question #13 Section #177.848	**Answer**
Is the motor carrier aware that some hazardous materials may not be transported in the same vehicle with other hazardous material?	Yes
Question Factor 5. Hazmat Question #14 Section #180.407(a) Critical	**Answer**
Has the carrier transported a shipment of HM in a cargo tank that has not been inspected or tested in accordance with 180.407?	N/A
Question Factor 5. Hazmat Question #15 Section #180.407(c) Critical	**Answer**
Are all of the cargo tanks used for the transportation of hazardous materials periodically inspected and tested in accordance with 180.407?	N/A
Question Factor 5. Hazmat Question #16 Section #180.415 Critical	**Answer**
Are cargo tanks that pass inspections or tests required by 180.407 marked?	N/A
Question Factor 5. Hazmat Question #17 Section #180.417(a)(1) Critical	**Answer**
Has the carrier retained all of the manufacturer's cargo tank data report certificates and related papers, as required?	N/A
Question Factor 5. Hazmat Question #18 Section #397.13(a) Critical	**Answer**
Has the carrier permitted anyone to smoke when within 25 feet of a vehicle containing Class 1 materials, Class 5 materials, or flammable materials classified in Division 2.1, Class 3, Divisions 4.1 and 4.2?	No
Question Factor 7. Other Question #1 Section #375.211	**Answer**
Does the carrier participate in an Arbitration Program?	N/A
Question Factor 7. Other Question #2 Section #13702	**Answer**
Does the carrier assess shipper freight charges based upon published tariffs?	N/A
Question Factor 7. Other Question #3 Section #375.401(c)	**Answer**
Does the carrier provide reasonably accurate estimates of moving charges?	N/A
Question Factor 7. Other Question #4 Section #375.407(a), 375.703(b)	**Answer**
Has the carrier avoided "hostage freight" or other predatory practices?	N/A
Question Factor 7. Other Question #5 Section #387.301(a), 387.301(b)	**Answer**
Does the HHG carrier have sufficient levels of public liability and cargo insurance?	N/A
Question Factor 7. Other Question #6 Section #375.215	**Answer**
Does the carrier have a published tariff and is the motor carrier charging the applicable rate (375.215).	N/A
Question Factor 7. Other Question #7 Section #375.213	**Answer**
Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?	N/A
Question Factor 7. Other Question #8 Section #49 CFR 37 subpart H	**Answer**
Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?	N/A

Question Factor 7. Other Question #9 Section #49 CFR 37 subpart H	**Answer**
If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?	N/A
Question Factor 7. Other Question #10 Section #Motorcoach Safety Action Plan	**Answer**
Does the over-the-road bus company own or lease a facility for inspection, repair, and maintenance of its vehicles?	N/A
Question Factor 7. Other Question #11 Section #Motorcoach Safety Action Plan	**Answer**
Does the over-the-road bus company have an arrangement or contract for systematic inspection, repair, and maintenance of its vehicles?	N/A

Part B

Your Proposed Safety Audit Result is: PASS

Explanation of Scoring Methodology

Factor	Failed Questions Critical	Acute	Performance Test Status	Total Points	Factor Status
1. General	0	0	–	0	PASS
2. Driver	0	0	–	0	PASS
3. Operations	0	0	–	0	PASS
4. Maintenance	0	0	PASS – 0.00 %	0	PASS
5. Hazardous Materials	0	0	–	0	PASS
6. Accidents	—	—	PASS – 0.00	—	PASS
SUM	0	0		0	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been at least three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is 34% or above, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.

Part B Requirements and/or Recommendations

1. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
2. Conduct periodic internal reviews of your maintenance, hazardous materials handling, driver qualification, hours of service control, accident reporting, training, and other safety systems to ensure continued compliance.
3. "Is Your Registration Information Current?"
   FMCSA requires carriers to update their registration data via a MCS-150 form every 24 months. Please review, verify and update your contact information, Vehicle Miles Travelled (VMT) and Power Unit (PU) data to ensure that it is current and accurate, since it is used in the new Carrier Safety Measurement System. You should access the system, review all the information and press the submit button. Once you've done this, the system will record that you've reviewed the information and you will be in compliance with the biennial update requirement.
   https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option
4. "Have you reviewed your data?"
   The SMS results are based on your State-reported crash or inspection data. Be sure to review your data in SMS for accuracy. If you think there is an error, request a data review (RDR) by registering for DataQs through the FMCSA Portal at https://portal.fmcsa.dot.gov or through the DataQs system directly at http://dataqs.fmcsa.dot.gov/.
5. Access your crash and inspection history via FMCSA's Pre-Employment Screening Program, http://www.psp.fmcsa.dot.gov/
6. The UCR Application form can be obtained from https://www.ucr.in.gov.
7. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
   For questions about licensing, authority or MC numbers: 202-366-9805
   For questions about insurance: 202-385-2423
   For household goods complaints: 888-DOT-SAFT (888-368-7238)
8. Ensure that all employees involved in handling hazardous materials shipments are properly trained and familiar with the regulations applicable to their jobs in the hazardous materials transportation system.
9. Ensure all employees involved in handling hazardous materials shipments are properly trained and familiar with the regulations applicable to their jobs in the hazardous materials transportation system. Also ensure all employees undergo recurrent HM training every three years as required. If within 30 days HM training can not take place for all employees identified as having training deficiencies cease using these employees until such time as their HM training can take place.

Part C

Corporate Contact: Dan Russo
Corporate Contact Title: President
Special Study Information:

Remarks:

REASON FOR INVESTIGATION:
At the time of assignment Best National Industries Incorporated DBA CJJ Industries Inc was identified as a New Entrant motor carrier. This carrier entered the New Entrant Program on 10/24/2016. This carrier failed to qualify for an off-site safety audit investigation due to having Hazmat Permit application denied. This carrier's last documented interstate trip occurred on 10/10/2017. The carrier transported chemicals in interstate commerce between Grinnell, Iowa and Summit, Illinois. Proof of this transportation was obtained in the form of Log book and Shipping papers.

SCOPE OF INVESTIGATION:
At the time of this safety audit investigation of this carrier, all federal motor carrier safety regulations applicable to the carrier's operations were investigated.

CARRIER OPERATION DESCRIPTION:
This carrier is an authorized For-Hire interstate carrier with its principal place of business located at [redacted] Chicago, Illinois 60613. Audit was completed at PPOB. This carrier was compliant with the principal place of business requirements. This carrier transports General Freight and Chemicals throughout the Continental Unites States. Company official(s) include Dan Russo, President and Brian Russo- Sales Manager. Dan Russo was present at the audit and estimated the gross revenue of $870,000 and mileage of 136,000 for the period ending 09/30/2017

This carrier operates commercial motor vehicles that have a gross vehicle weight rating or gross combination weight rating of greater than 26,001 lbs. The operation of carrier unit(s) does require a commercial driver's license.

Vehicle Out of Service (OOS) rate was calculated based on roadside inspections. Inspections were not completed as part of this audit. No recordable crash(s) were recorded in the last twelve (12) months for this carrier.

PRE-INVESTIGATION:
I contacted Dan Russo on 10/02/2017 and advised carrier of their New Entrant status and the required safety audit. The audit was scheduled for 10/11/2017 and was completed on 10/11/2017. A list of all required documents was prepared and forwarded to carrier prior to the start of audit. The carrier's profile was obtained from MCMIS within seven (7) days of this safety audit. I ran the carrier safety profile and reviewed their A&I Safety Management System (SMS) score. On 10/10/2017 I again ran the profile for any changes prior to start of audit.

An inquiry with A&I New Applicant Screening Search Tool (NAS) check was performed on 10/10/2017 and carrier has credible affiliations or reincarnations.

CJJ Industries DOT # 691721
Dan and Brian Russo decided to combine efforts when owner of CJJ Industries Inc, [redacted] decided to retire. They offered to buy CJJ. Industires. Asset purchase was competed in November of 2016. Mr.

Russo attempted to update CJJ after the purchase with updated officers and other information but was told by FMCSA to create another US DOT number. They did apply for US DOT# 2927244 and deactivated the original carrier, CJJ Industries Inc #691721, but kept the name as a DBA with Best National Industries. Documents on ownership and asset sale forwarded to FMCSA to be uploaded into EDMS.

EXPEDITED ACTION:
No Expedited Action was identified for this carrier.

PART 387 - INSURANCE:
Carrier provided a valid MCS- 90 listing the required amount of financial responsibility. An inquiry with FMCSA Licensing and Insurance (L&I) did confirm the required amount of financial responsibility which is shown as $1,000,000.

PART 390 - ACCIDENTS:
The carrier had not recordable accidents on their carrier profile and stated the same when questioned. An accident register was not required.

PART 391 – DRIVER QUALIFICATIONS:
CDLIS driver's license checks were performed within the established guidelines set forth in the e-FOTM on the following drivers: 1) Daniel Russo- [redacted] Illinois, 2) [redacted] - Illinois, 3) [redacted] - Illinois, 4) [redacted] - Illinois, 5) [redacted] Illinois. Check(s) revealed that all driver(s) that were sampled had a valid license with proper class and endorsement. Carrier provided Driver Qualification File(s) as requested.

Medical Examiner Verification Check: (List one driver checked during this investigation).
MEC Verification Results: Driver: [redacted] License Number: [redacted] - Illinois, Certified Medical Examiner's License Number 036095253, State: Illinois, Name: Dr. Srinivas Kota. Date of Issuance: 09/09/2016. Result: MEC Check Confirmed

Red Flag Violation(s):
No Red Flag Violations were identified during this investigation.

PART 382 and 40 – DRUG AND ALCOHOL PROGRAM:
Carrier provided documentation that they are subject to Controlled Substance/Alcohol Testing. Carrier provided paperwork showing they are a member of LaGrange Medical Center- LaGrange, Illinois. Carrier has a Qualified Random Testing Program. Carrier provided pre-employment test result(s) for 1) [redacted], 2) [redacted], 3) [redacted] Pre-Employment test result(s) were Negative.

PART 395 – HOURS OF SERVICE
Carrier completes Logbooks for the following driver(s) listed 1) [redacted], 2) [redacted] 3) [redacted] 30-day period examined - 09/10/2017 to 10/10/2017. No violations of 11, 14, 60/70-hour rule were found during audit for logbooks examined. No violations of the 30-minute break/8-hour rule or falsification of logs were discovered for logbook drivers. Carrier provided supporting documents to check accuracy of logbooks. Form and manner violations were not discovered.

PART 396 – MAINTENANCE:
Carrier provided 3 Maintenance file(s) per sample size which were examined for required content. The VIN (s) for the unit(s) examined are 1) 1M1AW09Y1FM049074, 2)1M1AW09Y09YXCM017297, 3) 1M1AW095FM050003. File(s) are in proper order with the required documents included. Carrier provided annual inspection(s) per sample size for VIN #'(s) that have issue date(s) of 1) 7/24/2017, 2) 08/7/2017, 3) 7/22/2017 and are currently valid.

AUTHORITY:
Carrier is an authorized for-hire motor carrier. An inquiry with FMCSA Licensing and Insurance (L&I) confirmed valid for-hire authority, which was granted on 10/24/2016.

HAZARDOUS MATERIAL:
The carrier was documented as transporting hazardous materials. Hazardous materials transported are commodities in non-bulk general freight packages. After a review of the supporting documents provided by the carrier, I discovered Class 8 non-bulk hazmat, Class 5.2 non-bulk and Class 3 non-bulk hazmat on various copies of provided shipping papers. Additional hazmat information is the Carrier Certificate of Registration # 090916550020YA, HD Company ID# 182466, Effective dates 7/1/2016 to 6/30/2019. The carrier is maintaining the carrier copy of the hazmat shipping papers that are properly prepared by the hazmat shippers for each trip. The carrier explained that shipping papers are stored at the carrier's principle place of business and the carrier and during the audit was able to provide selected sampled days and loads. The carrier provided certificates of current hazmat training for drivers who are dedicated to hauling hazmat and are also the employees involved with the hazmat process. Carrier also provided for review the carrier's current Hazmat training for drivers and employees training in General Awareness, Function Specific Training, Safety Training. Certificate documenting training were provided for review. No violations discovered.
The hazmat shipping papers and documents provided for review had valid emergency contact numbers and the shipping papers were showing numbers for Chemtrec –1(800) 424-9300 and I verified that the shippers have 24 hour coverage for carrier access. No hazmat labeling, placarding or marking violations were discovered during audit.

Hazmat found to be carried and identified based on the Carrier Profile and also found on the sampled hazmat shipping papers were, 1) UN1824 Soduim Hydroxide Solution, 8, PG II, 2) UN1133 Adhesives, 3, PG II, 3) UN2078 Toluene Diisocyanate, 6.1

Carrier mistakenly applied for a HM permit at time of application for DOT number. They were unaware that they did not need the permit. Carrier originally applied on 09/09/16 and were denied on 10/19/16. carrier currently has no need for a permit and have no intention to apply again for permit.

CLOSE-OUT AND CONCLUSION:
Investigative activities ended on 10/11/2017. Dan Russo was advised that pending subsequent approval, the carrier had PASSED this safety audit. During the closeout, the findings of this investigation, potential process breakdowns and associated remedies and recommendations found in this safety audit were discussed with the carrier official. The carrier was further informed of the biennial updating requirements and was explained to the consequences if they fail to file their updates accordingly. The carrier official was informed how to access the Educational and Technical Assistance (ETA) packet on the FMCSA web page and the Safety Measurement System (SMS) web page for additional assistance with safety management. IDOT book of forms and general guidance provided to carrier

Dan Russo was informed that upon approval, a copy of this safety audit report and any applicable Corrective Action Plan (CAP) guidance will be mailed to the carrier's mailing address listed on the official MCMIS company record.

COPY OF SAFETY AUDIT SENT TO THE FOLLOWING:
Carrier Official Name: Mr. Dan Russo
Carrier Official Title: President
Company Name: Best National Industries Incorporated - DBA- CJJ Industries Inc.

IDOT INTERNAL TRACKING:
Officer Name / Badge #: Bart Kostrubala / IL0108
CTS Number: 1730612
Audit Start Date: 10/11/2017
Audit End Date: 10/11/2017

Upload Authorized:		**Yes**	**No**
Authorized by:			**Date:**
Uploaded:	**Yes**	**No**	**Failure Code:**
Verified by:			**Date:**