

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

|   |                          |  |                                  |
|---|--------------------------|--|----------------------------------|
|  | <b>USDOT#</b><br>3820449 | <b>Legal: PHOENIX HEAVY HAUL LLC</b><br><b>Operating(DBA):</b> | <b>Review Date:</b><br>1/24/2023 |
|---|--------------------------|--|----------------------------------|

**Part A - General Information**

**Company**

**Business Information**

|  |   |
|--|---|
| <b>Company Legal Name:</b> PHOENIX HEAVY HAUL LLC<br><b>DBA Name:</b><br><b>DOT #:</b> 3820449<br><b>Country:</b> US<br><b>State:</b> NC | <b>Business Organization:</b> Corporation<br><b>Tax ID Type:</b> EIN<br><b>Tax ID Number:</b> 880631907 |
|--|---|

**Carrier/Shipper Operation Type**

|  |   |
|--|---|
| <b>InterState</b><br><input type="checkbox"/> Non-HM Carrier<br><input checked="" type="checkbox"/> HM Carrier<br><input type="checkbox"/> HM Shipper<br><input type="checkbox"/> CT Operation | <b>IntraState</b><br><input type="checkbox"/> Non-HM Carrier<br><input type="checkbox"/> HM Carrier<br><input type="checkbox"/> HM Shipper<br><input type="checkbox"/> CT Operation |
|--|---|

**Carrier Classification**

|  |
|--|
| AUTHORIZED FOR HIRE                                    |
| <b>MC/MX#:</b> 1382285<br><b>Other Classification:</b> |

**Address Information - Physical**

|   |
|---|
| <b>Country/Territory:</b> United States<br><b>Street:</b> 3275 NC 42 HWY<br><b>City:</b> WILLOW SPRING<br><b>State:</b> NC<br><b>ZipCode:</b> 27592 |
|---|

**Contact Information - Physical**

|   |
|---|
| <b>Name:</b> DANIEL JOSEPH MEDLIN<br><b>Email:</b> DMEDLIN@phoenixheavyhaul.com<br><b>Phone 1:</b> 9192853005<br><b>Phone 2:</b><br><b>Fax:</b> |
|---|

**Address Information - Mailing**

|  |
|--|
| <b>Country/Territory:</b> United States<br><b>Street:</b> 3275 NC 42 HWY<br><b>City:</b> WILLOW SPRING<br><b>State:</b> NC<br><b>ZipCode:</b> 27592-9784 |
|--|

**Contact Information - Mailing**

|   |
|---|
| <b>Name:</b> DANIEL JOSEPH MEDLIN<br><b>Email:</b> DMEDLIN@phoenixheavyhaul.com<br><b>Phone 1:</b> 9192853005<br><b>Phone 2:</b><br><b>Fax:</b> |
|---|

**Cargo Categories**

|  |
|--|
| FARM SUPPLIES<br>GENERAL FREIGHT<br>BUILDING MATERIALS<br>MACHINERY, LARGE OBJECTS<br>CONSTRUCTION<br>LOGS, POLES, BEAMS, LUMBER<br><br>Other Cargo: |
|--|

**HM Categories**

|                            |
|----------------------------|
| There are no HM Categories |
|----------------------------|

**Vehicle Information**

| Vehicle Type               | Total | Owned | Term Leased | Trip Leased |
|----------------------------|-------|-------|-------------|-------------|
| STRAIGHT TRUCKS            | 0     | 0     | 0           | 0           |
| TRUCK TRACTORS             | 1     | 1     | 0           | 0           |
| TRAILERS                   | 0     | 0     | 0           | 0           |
| HAZMAT CARGO TANK TRAILERS | 0     | 0     | 0           | 0           |
| HAZMAT CARGO TANK TRUCKS   | 0     | 0     | 0           | 0           |
| MOTOR COACH                | 0     | 0     | 0           | 0           |
| SCHOOL BUS 16+             | 0     | 0     | 0           | 0           |
| MINI-BUS 16+               | 0     | 0     | 0           | 0           |
| LIMOUSINE 16+              | 0     | 0     | 0           | 0           |
| SCHOOL BUS 1-8             | 0     | 0     | 0           | 0           |
| SCHOOL BUS 9-15            | 0     | 0     | 0           | 0           |
| VAN 1-8                    | 0     | 0     | 0           | 0           |
| VAN 9-15                   | 0     | 0     | 0           | 0           |
| LIMOUSINE 1-8              | 0     | 0     | 0           | 0           |
| LIMOUSINE 9-15             | 0     | 0     | 0           | 0           |

**Owned: 1**

**Term Leased: 0**

**Trip Leased: 0**

Power units used in U.S.: 1

% of time used in U.S.: 100

Total Annual Fleet Miles: 1

Power units only in U.S.

| Driver Information                 |                 |  |                     | Summary  |                    |
|------------------------------------|-----------------|--|---------------------|--|--------------------|
| 100 Air Miles Radius:              | InterState<br>0 | IntraState<br>0                                    | Total<br>0          | Regular Drivers:                                 | 1                  |
| Beyond 100 Miles:                  | 1               | 0  | 1                   | Trip leased/month:                               | 0                  |
| Regular Drivers:                   | 1               | 0  | 1                   | Total entered drivers:                           | 1                  |
|                                    |                 |  |                     | # of drivers required to have a CDL:             |                    |
| Vehicle Out Of Service Information |                 |  |                     | Accident Information                             |                    |
| This Audit:                        | Inspected<br>0  | Out of Service<br>0                                |                     | Total Recordable<br>Accidents:                   | 0                  |
| Carrier<br>Profile:                | 0               | 0  |                     | Accidents/Million Miles:                         | 0                  |
| Total:                             | 0               | 0  |                     | <input checked="" type="checkbox"/> No Accidents |                    |
| Gross %:                           |                 | <input checked="" type="checkbox"/> No Inspections |                     |  |                    |
| Date Report Signed                 |                 | Financial Information                              |                     | Location of Audit                                |                    |
| Date Report<br>Signed:             | 01/24/2023      | Gross Revenue:                                     | 1                   | Location:  | State Field Office |
|                                    |                 | Fiscal Year  | 05/31/2022          | Territory:                                       | E                  |
|                                    |                 | Ending:  |                     |  |                    |
| Safety Investigator Information    |                 |  | Persons Interviewed |  |                    |
| Principal SI Code:                 | NC8020          |  | Person #1 (Name):   | DANIEL MEDLIN                                    |                    |
| Assistant SI Code (1):             |                 |  | Person #1 (Title):  | Owner  |                    |
| Assistant SI Code (2):             |                 |  | Person #2 (Name):   |  |                    |
| Principal SI Last<br>Name:         | Pate            |  | Person #2 (Title):  |  |                    |



**Part B - Questions and Answers**

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

|   |                       |
|---|-----------------------|
| <b>Question - 1</b> Section # 387.7(a) Acute<br>Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?  | <b>Answer</b><br>Yes  |
| <b>Question - 2</b> Section # 13901 392.9a(a)<br>Is the motor carrier authorized to conduct interstate operations in the United States?   | <b>Answer</b><br>Yes  |
| <b>Question - 3</b> Section # 390.15(b)(1)<br>Can the carrier provide a complete accident register of recordable accidents for up to 3 years after each accident?   | <b>Answer</b><br>Yes  |
| <b>Question - 4</b> Section # 391.51(b)(7) Critical<br>Does the carrier maintain the medical examiner's certificate as required by 391.43(g)?   | <b>Answer</b><br>Yes  |
| <b>Question - 5</b> Section # 391.11(b)(4) Acute<br>Is the carrier using physically qualified drivers?  | <b>Answer</b><br>Yes  |
| <b>Question - 6</b> Section # 391.15(a) Acute<br>Is the carrier using any disqualified drivers?   | <b>Answer</b><br>No   |
| <b>Question - 7</b> Section # 382.115(a), 382.115(b) Acute<br>Has the carrier implemented an alcohol and/or controlled substances testing program?  | <b>Answer</b><br>Yes  |
| <b>Question - 8</b> Section # 382.215 Acute<br>Has the carrier used a driver who has tested positive or has adulterated or substituted a test specimen for a controlled substance?  | <b>Answer</b><br>No   |
| <b>Question - 9</b> Section # 382.201 Acute<br>Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?   | <b>Answer</b><br>No   |
| <b>Question - 10</b> Section # 382.305 Acute<br>Has the carrier implemented random testing program?   | <b>Answer</b><br>Yes  |
| <b>Question - 11</b> Section # 382.211 Acute<br>Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?  | <b>Answer</b><br>No   |
| <b>Question - 12</b> Section # 383.23(a) Critical<br>Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?   | <b>Answer</b><br>No   |
| <b>Question - 13</b> Section # 383.37(b) Acute<br>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? | <b>Answer</b><br>No   |
| <b>Question - 14</b> Section # 395.1(e)(1), 395.1(e)(2)<br>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?<br><b>Additional Documents Required</b>                                  | <b>Answer</b><br>No * |
| <b>Question - 15</b> Section # 395.8(a) Critical<br>Does the carrier require drivers to make a record of duty status using the required method?   | <b>Answer</b><br>Yes  |
| <b>Question - 16</b> Section # 396.17(a) Critical<br>Does the motor carrier conduct periodic (annual) inspections for selected vehicles?  | <b>Answer</b><br>Yes  |
| <b>Question - 17</b> Section #<br>Did you review HM Shipping Papers?  | <b>Answer</b><br>N/A  |

|   |   |   |
|---|---|---|
|  | <b>PHOENIX HEAVY HAUL LLC</b><br><b>USDOT#: 3820449</b> | <b>Review Date:</b><br><b>1/24/2023</b> |
| <b>Part B</b>   |   |   |

Your Proposed Safety Audit Result is: PASS

### Explanation of Scoring Methodology

| Factor                 | Failed Questions |       | Performance | Total  | Factor |
|------------------------|------------------|-------|-------------|--------|--------|
|                        | Critical         | Acute | Test Status | Points | 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 | --               | --    | --          | --     | --     |
| 6. Accidents           | --               | --    | PASS -- 0   | --     | PASS   |
| <b>SUM</b>             | 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 America 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 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 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**

Ensure that all vehicles are properly marked with your name or trade name and U.S. DOT number. If your vehicles are also periodically operating for other carriers, they must be marked with that carrier's name and U.S. DOT#.

Obtain a copy of each driver's driving record and review it annually.

Accident Countermeasures is a set of defensive strategies designed to reduce preventable accidents. The strategies and forms for implementing accident countermeasures can be found on the FMCSA website at: <http://www.fmcsa.dot.gov/forms/print/accident.htm>

January 6, 2020 is the mandatory effective date for the use of the Clearinghouse mandated by Congress to report and query information about driver drug and alcohol program violations. Employers must conduct both electronic queries within the Clearinghouse and manual inquiries with previous employers to cover the preceding three years. The Clearinghouse will improve highway safety by helping employers, FMCSA, State Driver Licensing Agencies, and State law enforcement to quickly and efficiently identify drivers who are not legally permitted to operate commercial motor vehicles (CMVs) due to drug and alcohol program violations. This secure online database will provide access to real-time information, ensuring that drivers committing these violations complete the necessary steps before getting back behind the wheel, or performing any other safety-sensitive function. Get News and Updates about the Clearinghouse by visiting the following weblink <https://clearinghouse.fmcsa.dot.gov/>.

Human Trafficking is a crime involving the exploitation of someone for the purposes of compelled labor or a commercial sex act through the use of force, fraud, or coercion. Where a person younger than 18 is induced to perform a commercial sex act, it is a crime regardless of whether there is any force, fraud, or coercion. Victims can be anyone from around the world or right next door: women and men, adults and children, citizens and noncitizens alike. You Can Make a Difference against the fight against this heinous crime. Call the National Human Trafficking Hotline at 1-888-373-7888 to Get Help, Report a Tip, Learn More.

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.

Do not allow drivers to drive interstate unless they have been physically re-examined each 24 months.

Maintain all required alcohol and controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR .

Notice: On April 28, 2003, the FMCSA published a final rule revising the hours-of-service regulations for commercial motor vehicle drivers. Under the new rule, drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period. Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

Electronic Logging Device (ELD) is required. Ensure that device you select is meets FMCSA guidelines.

Maintain records of duty status (log books/time sheets) and supporting documents (fuel receipts, toll receipts, bills of lading, etc.) for 6 months.

Retain on file a properly completed & current copy of your form MCS-90 financial responsibility endorsement.

Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.