

Written Statement
POINTS TO BE MADE

Case # 11-2626-TR-CVF 1

- 01) I Drive a Normal pickup 02 Ford F350 Single Wheel 9900/GVRW
- A) Four tires and wheels
B) Maintained. 400,000 Miles. Could not find anything wrong with truck or trailer.
Other than not having a Dot Number and complying with Dot Regulations.
FILE C) If I hook anything onto my truck it would fall under Dot regulations.
D) If my truck was a dully, the truck alone falls under Dot regulations with nothing hooked to it.
E) I could drive a F150, do the same job and be unsafe.
F) I don't think this truck is considered to be a "Large Truck" or "Bus" according to your "Mission Statmt".
G) There is no way for me to know about the 10000/GVRW classification as a private owner.
Try looking this number, 10000/GVRW on the website www.fmcsa.dot.gov I spent three hours last night trying to find it and I never did. I am sure it is there ???
- 02) When I was pulled over, they could not find anything wrong with me or my truck. I was not breaking the law. My truck was maintained. They crawled underneath the truck and inspected it. Again, nothing wrong other than a license plate light was not working. I received no tickets or warnings for anything that I was physically doing. I was obeying the law to the fullest extent of my knowledge.
- 03) Approximately two weeks before this incident, I was followed by another DOT police officer in Ohio. I don't know why I was not pulled over then if I was required to have a DOT number. Same situation as this one. I was followed for approximately 20 miles. She was staying on the tail end of my trailer in the other lane inspecting my equipment. I was not pulled over. I felt I was definitely ok after this incident.
- 04) I do not work for anybody. I am a private sub-contractor and owner. I buy a car and I bring it back with me. I am not a company. Even on my DOT application, I put Garry Wright Jr. as for the company name.
- 05) On your website, under "What is a USDOT Number", it reads the following:
- "In most cases, companies operating exclusively as brokers do not need to obtain a USDOT Number"
- I am not a company and I operate exclusively as a broker for myself and do not need to obtain a USDOT Number"
- 06) On your website, under "Our Mission", it reads the following:
- "The primary mission of the Federal Motor Carrier Safety Administration is to reduce crashes, injuries and fatalities involving large trucks and buses"
- I feel that this truck is not a large truck or a bus. It is like any other pickup out on the road. This statement is listed under the "FMCSA's Strategy statement."
- 07) If I deserve anything, I feel it should be a ticket for not knowing that I have to have a Dot number. I have a Dot number and was pulled over, then I deserve getting the other two fines because I acknowledge that fall under Dot regulations and therefore I must follow the Dot requirements.
- 08) I was willing to pay the \$ 100.00 for not having a Dot number. Cheryl Streets or the Commission Staff was unwilling to negotiate. My only options were to pay the three fines of \$ 300.00 or come to this hearing today. No other options.
- 09) I am a very honest and hard working person. I work sun up to sun down every day trying to make a living in a tough economy and in a tough field of work. I definitely do not deserve these fines. I am here to make a point that I only deserve the \$ 100.00 fine for not having a DOT Number. I do not deserve the other two fines of \$ 200.00 for not complying with Dot guidelines when I did not have a DOT Number or knew that I had to have a Dot Number.

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