

DRIVER/VEHICLE EXAMINATION REPORT

Aspen 3.0.0.1

Public Utilities Commission of Ohio
180 East Broad Street
Transportation Department
Columbus, OH 43215
Phone: (614)466-0429 Fax: (614)752-9274

Report Number: OH3203300600
Inspection Date: 01/27/2020
Start: 12:10 PM ET End: 1:32:21 PM ET
Inspection Level: I - Full
HM Inspection Type: None

BAKER EQUIPMENT AND MATERIALS LTD
PO BOX 526
MONROE, OH 45050
USDOT#: 00649901 Phone#: (513)422-0680
MC/MX#: 181811 Fax#:
State#:
Location: CAMBRIDGE SCALES
Highway: IR70
County: GUERNSEY, OH

Driver: LITTLEJOHN, JAMES A
License#: RT163583 State: OH
Date of Birth: 10/30/1976
CoDriver:
License#:
Date of Birth:
Shipper:
Bill of Lading: 0000
Cargo: EMPTY

MilePost: 173
Origin: CAMBRIDGE, OH
Destination: MONROE, OH

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	TT	PTRB	2009	OH	PVZ3448	0-382	1XPXDB0X79N776796	52,000			3203300600
2	ST	FONA	2008	ME	2836852	459	13N14820581546203	68,000			

BRAKE ADJUSTMENTS

Axle #	1	2	3	4	5
Right	3/16	2 1/4	1 3/4	1 1/4	2 1/4
Left	1 1/2	1/2	1 1/4	1 1/4	1 1/2
Chamber	C-20	C-30	C-30	C-30	C-30

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
393.75A3	393.75(a)(3)	1	Y		U	N	Tire-flat and/or audible air leak: Axle 2 right inside measured at 40%, verified by driver.
393.47E	393.47(e)	1	N		N	N	Clamp or Roto type brake out-of-adjustment: Axle 2 right side.
393.53B	393.53(b)	1	N		N	N	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear
393.47E	393.47(e)	2	N		N	N	Clamp or Roto type brake out-of-adjustment: Axle 5 right side.
393.53B	393.53(b)	2	N		N	N	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear
396.3A1BOS	396.3(a)(1)	1	Y		U	N	BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination: oos when in combination.

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: No Data for Special Checks.

State Information:

FMCSA Credentials Verified(Y/N): Y; CDL Verified (Y/N): Y; FMCSA OOS Order Issued(Y/N): Y; For-Hire Carrier: Y; Reason Code: USSP; Fatalities (Y/N): N; Driver Address Verified (Y/N): Y; Driver Address: 1415 BERNICE ST; Driver City: MIDDLETOWN; Driver State: OH; Driver Zip: 45044; Photos Taken (Y/N): Y;

Report Prepared By:
AARON LOCKHART

Badge #:
3203

Copy Received By:
JAMES LITTLEJOHN

Page 1 of 2



00649901 OH OH3203300600

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Aspen 3.0.0 17

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License#: RT163583 State: OH
Date of Birth: 10/30/1976
CoDriver:
License#:
Date of Birth:
State:

Location: CAMBRIDGE SCALES
Highway: IR70
County: GUERNSEY, OH

MilePost: 173 Shipper:
Origin: CAMBRIDGE, OH
Destination: MONROE, OH
Bill of Lading: 0000
Cargo: EMPTY

* Pursuant to authority contained in Title 49, Code of Federal Regulations, Section 396.9, I hereby declare vehicles with defects followed by an "Y" in the "Out of Service" column in the violations discovered section of this report OUT OF SERVICE. No person shall remove the out of service stickers applied to these vehicles, or operate such vehicles until the out of service defects have been repaired and the vehicles have been restored to safe operating condition.

ATTENTION DRIVER: This report must be sent to the motor carrier whose name appears at the top of this inspection report within 24 hours. If the inspection report cannot be delivered within 24 hours the driver must mail or fax the inspection report to the motor carrier.

***** POSSIBLE CDL DISQUALIFICATION *****

If this roadside inspection identified an alleged violation of one or more of the below noted regulations, your CDL may be disqualified. If the PUCO finds you committed a violation of any of these regulations, the violation will be treated as a conviction for the purposes of federal and state law and notice of such conviction will be forwarded to the Ohio Bureau of Motor Vehicles (BMV). The BMV may disqualify you from operating a commercial motor vehicle for a minimum of 60 days. Any BMV sanction is in addition to sanctions imposed by the Public Utilities Commission of Ohio (PUCO).

177.804(b)(1), 177.804(b)(2), 177.804(b)(3), 177.804(c), 4901.2-5-07D, 383.23(a)(2), 383.51(a), 383.51A-NSIN, 383.51A-NSOUT, 383.51A-SIN, 383.51A-SOUT, 383.91(a), 383.93(b)(1), 383.93(b)(2), 383.93(b)(3), 383.93(b)(4), 383.93(b)(5), 391.15(a), 391.15A-NSIN, 391.15A-NSOUT, 391.15A-SIN, 391.15A-SOUT, 392.10(a)(1), 392.10(a)(2), 392.10(a)(3), 392.10(a)(4), 392.11, 392.12, 392.4(a), 392.5(a)(2), 392.5A2-UI, 392.5(c)(2), 392.80(a), 392.82(a)(1), 395.13(d), 396.9(c)(2).

MOTOR CARRIER CERTIFICATION OF COMPLETED REPAIRS: The undersigned certifies that all violations noted on this report have been corrected and action taken to assure compliance with the Federal Motor Carrier Safety & Hazardous Materials Regulations insofar as they are applicable to motor carriers and drivers. A false certification of repairs is required to be prosecuted with penalties up to \$10,000.

Signature Of Repairer X: Gregory Buckeye Trice Facility: Baker Equipment & Materials - 27-20
Advisory: This vehicle has been identified as having brake adjustment violations. 49CFR Section 393.53 requires that a self-adjusting brake system be equipped on this vehicle. A qualified service technician needs to determine why the defective brake has excessive stroke and make the appropriate repairs. Simply re-adjusting a self-adjusting brake adjuster, or replacing it, does not guarantee that the problem is corrected. The problem may exist in the foundation brake system. By certifying this inspection report you have indicated that this vehicle now has a properly functioning self-adjusting brake adjustment system.

All violations of the FHMR and FMCSR or Title 49 of the Ohio Revised Code will be reviewed by the PUCO's Transportation Department to determine whether civil forfeitures should be assessed against any responsible parties in accordance with the penalty provisions of Title 49 of the Ohio Revised Code. If civil forfeitures are assessed, you will receive a separate notice by mail. These penalties may be assessed to motor carriers, shippers, and/or drivers.

ATTENTION MOTOR CARRIER: The motor carrier must examine this report and repair all the vehicle defects/violations noted above -AND- The motor carrier must sign the Certification of Repairs below and return the signed form to: Public Utilities Commission of Ohio, TASC - 4th floor, 180 E Broad St, Columbus, OH 43215-3793 -OR- Fax (614) 752-9274 within 15 days of the inspection. If "No Violations Were Discovered" then you do not need to return this report. Failure to return this report with the required certification can result in penalties up to \$1,000 per day for each day the violation continues, up to a total of \$10,000. If you have any questions, please contact (614) 466-0429.

Signature Of Motor Carrier X: James Littlejohn Title: James Littlejohn Date: 2-4-2020

Report Prepared By:
AARON LOCKHART

Badge #:
3203

Copy Received By:
JAMES LITTLEJOHN

Page 2 of 2



00649901 OH OH3203300600



Doran Manufacturing, LLC
2851 Massachusetts Ave
Cincinnati, Ohio 45225
USA
(513)-681-5424

BILL TO: Baker Concrete
990 N Main St
Monroe, OH 45050
US

Dear Customer,

This document acknowledges receipt of your order. Please review the information presented here and advise us of any errors you notice or disagreements you have at your earliest convenience. Please refer to our Order Number and your P.O. Number in all correspondence. This order is governed by Doran Mfg. LLC's Terms and Conditions.

SOF-12 v3.0

ORDER ACKNOWLEDGEMENT

Please notify us of any compliance requirements you may have.

ORDER NO	CURRENT DATE	PAGE NO
93708	4/28/2020	1

CUSTOMER PURCHASE ORDER

SHIP TO: Baker Concrete
990 N Main St
Monroe, OH 45050
US

CUSTOMER	PAYMENT TERMS	PPD/COL	SHIPPING
000099349396	TRIAL	PREPAID	INSTRUCTIONS
	GROUND		

ITEM NO DESCRIPTION	QUANTITY	SHIP DATE	UOM	UNIT PRICE	EXTENDED PRICE
#3666OC-35 SMARTLINK TRANSCEIVER w/ 35' EXT. ANT. & ONE CLICK	2	4/29/2020	EA	209.9900	419.98
#3653K METAL MOUNTING BRACKET KIT (2)	2	4/29/2020	EA	7.4900	14.98
#3650 FLOW THRU EXTENSION - BENT W/ 190mm BRAIDED AIR LINE	16	4/29/2020	EA	14.9900	239.84
#3649 FLOW THRU EXTENSION - W/ 11 INCH BRAIDED AIR LINE	16	4/29/2020	EA	14.9900	239.84
#3629-S TIRE PRESSURE SENSOR LOCKING JAM NUTS (PACK OF 10)	4	4/29/2020	EA	2.9900	11.96
#3623 REMOTE ANTENNA KIT - 35' W/TNC & SMA RA Cable	2	4/29/2020	EA	37.4900	74.98
#360SL10 SMARTLINK 10-WHEEL TRUCK	2	4/29/2020	EA	524.9900	1,049.98
#3602 TIRE PRESSURE SENSOR	18	4/29/2020	EA	37.4900	674.82



Doran Manufacturing, LLC
2851 Massachusetts Ave
Cincinnati, Ohio 45225
USA
(513)-681-5424

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990 N Main St
Monroe, OH 45050
US

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93708	4/28/2020	2

CUSTOMER PURCHASE ORDER

SHIP TO: Baker Concrete
990 N Main St
Monroe, OH 45050
US

CUSTOMER	PAYMENT TERMS	PPD/COL	SHIPPING
000099349396	SHIP VIA		INSTRUCTIONS

TRIAL
GROUND
PREPAID

ITEM NO	QUANTITY	SHIP DATE	UOM	UNIT PRICE	EXTENDED
DESCRIPTION					PRICE

Any applicable Freight and Taxes will be added to your order upon invoicing.

TOTAL 2,726.38

RECEIVER

PAGE: 1



PO NUMBER 71983/

DATE 2/26/20

THE ABOVE PURCHASE ORDER NUMBER MUST
APPEAR ON ALL INVOICES, PACKAGES,
SHIPPING, PAPERS, AND CORRESPONDENCE.

VENDOR: 5214
AMERICAN EXPRESS
ATTN: PAYMENT PROCESSING
PO BOX 650448
DALLAS, TX 752650448

SHIP TO:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

DATE REQUIRED	F.O.B. POINT		PAYMENT TERMS		TAXABLE	
			1 DAY PAY		YES	
SHIP VIA		BUYERS NAME		ORDERED FROM		
BEST WAY		SCHAMER RIC				
Qty	B/O	Item number/Description			Unit Cost	Extended
		360SL10			524.990	
		TPMS 10-WHEEL SMART LINK TPMS KIT (TRACTOR)				
		3623			37.490	
		TPMS REMOTE ANTENNA KIT, 35' (TRACTOR)				
		3649			14.990	
		TPMS FLOW THROUGH EXTENSION, INSIDE TIRE				
		3650			14.990	
		TPMS FLOW THROUGH EXTENSION, OUTSIDE TIRE				
		3629-S			2.990	
		TPMS 10 PACK TIRE PRESSURE SENSOR LOCKING JAM NUT				
		3660OC-35			209.990	
		TPMS SMARTLINK TPMS TRAILER TRANSCEIVER W/ 35' ANTENNA				
		3602			37.490	
		TPMS WIRELESS TIRE PRESSURE SENSOR				
		3649			14.990	
		TPMS FLOW THROUGH EXTENSION, INSIDE TIRE				
CONTINUED...						

PLEASE CONFIRM ORDER AND PRICE CHANGES

AUTHORIZED SIGNATURE

RECEIVER

PAGE: 2



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AMERICAN EXPRESS
ATTN: PAYMENT PROCESSING
PO BOX 650448
DALLAS, TX 752650448

SHIP TO:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

DATE REQUIRED	F.O.B. POINT	PAYMENT TERMS	TAXABLE
		1 DAY PAY	YES
SHIP VIA		BUYERS NAME	ORDERED FROM
BEST WAY		SCHAMER RIC	

Qty	B/O	Item number/Description	Unit Cost	Extended
		3650 TPMS FLOW THROUGH EXTENSION, OUTSIDE TIRE	14.990	
		3653K TPMS MONITOR MOUNTING BRACKET KIT (TRACTOR)	7.490	
		360SLT TPMS SMARTLINK TABLET PROGRAMMING TOOL	499.990	

PURCHASE FROM DURAN
inv # 108845

P.O. Total: .00

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PAGE: 1



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DATE 5/27/20

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VENDOR: 5214
AMERICAN EXPRESS
ATTN: PAYMENT PROCESSING
PO BOX 650448
DALLAS, TX 752650448

SHIP TO:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

DATE REQUIRED	F.O.B. POINT	PAYMENT TERMS	TAXABLE
		1 DAY PAY	YES
SHIP VIA	BUYERS NAME	ORDERED FROM	
BEST WAY	SCHAMER RIC	BILLY	

Qty	B/O	Item number/Description	Unit Cost	Extended
		3660OC-35	209.990	
		TPMS SMARTLINK TPMS TRAILER TRANSCEIVER W/ 35' ANTENNA		
		3653K	7.490	
		TPMS MONITOR MOUNTING BRACKET KIT (TRACTOR)		
		3650	14.990	
		TPMS FLOW THROUGH EXTENSION, OUTSIDE TIRE		
		3649	14.990	
		TPMS FLOW THROUGH EXTENSION, INSIDE TIRE		
		3629-S	2.990	
		TPMS 10 PACK TIRE PRESSURE SENSOR LOCKING JAM NUT		
		3623	37.490	
		TPMS REMOTE ANTENNA KIT, 35' (TRACTOR)		
		360SL10	524.990	
		TPMS 10-WHEEL SMART LINK TPMS KIT (TRACTOR)		
		3602	37.490	
		TPMS WIRELESS TIRE PRESSURE SENSOR		

CONTINUED...

PLEASE CONFIRM ORDER AND PRICE CHANGES

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RECEIVER

PAGE: 2



PO NUMBER 73433/

DATE 5/27/20

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VENDOR: 5214
AMERICAN EXPRESS
ATTN: PAYMENT PROCESSING
PO BOX 650448
DALLAS, TX 752650448

SHIP TO:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

DATE REQUIRED	F.O.B. POINT	PAYMENT TERMS	TAXABLE
		1 DAY PAY	YES
SHIP VIA		BUYERS NAME	ORDERED FROM
BEST WAY		SCHAMER RIC	BILLY

Qty	B/O	Item number/Description	Unit Cost	Extended
		3639	7.490	
		T-FITTING, FLOW-THROUGH ADAPTOR - DORAN TPMS		

PURCHASE FROM DORAN
ORDER # 93708
ORDER # 93461 INV # 108927

COPY

P.O. Total: .00

PLEASE CONFIRM ORDER AND PRICE CHANGES

AUTHORIZED SIGNATURE

Remit To:
990 N MAIN ST
PO BOX 526
MONROE, OH 45050

Ne

Job Site:
OUR SHOP

WORK ORDER INVOICE



Bill To:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Invoice#.... 418836-0001
Date..... 3/16/20
Customer #..
Job Loc..... OUR SHOP
Job No.....
P.O. #.....
Authorized..
Received on. 3/16/20
Finished on. 3/16/20
Last con/cus 403093/50

Equip #	Make	Model	Serial #	Description
T-370	FREIGHTLIN	CASCADIA	1FUJGLDV2ELFK31560	SEMI TRACTOR - ROAD

WORK PERFORMED:
AT 385,239MI. INSTALL TIRE PRESSURE SYSTEM WITH
DORAN TECHNICIAN.

LABOR:

Mechanic	Hours	Work	Rate	Extended
JEFF BURTON	4.00	MECHANIC-IN SHOP	60.00	240.00
EIRIK FURGINSON	2.00	MECHANIC-IN SHOP	60.00	120.00
Total Labor				360.00
Total Amount				360.00

Copy

IF THE EQUIPMENT DOES NOT WORK
PROPERLY, NOTIFY THE OFFICE AT ONCE

MULTIPLE SHIFTS OR
OVERTIME RATES MAY APPLY

CUSTOMER IS RESPONSIBLE FOR
REFUELING, DAMAGES OR REPAIRS

See Attachment for Terms and Conditions.

X

CUSTOMER SIGNATURE _____ DATE _____ NAME PRINTED _____ DELIVERED BY _____ DATE _____

Terms: Payment Due Net 30 - Delinquency charges, at the maximum monthly rate allowed by law, will apply 30 days from the date of invoice.

Remit To:
990 N MAIN ST
PO BOX 526
MONROE, OH 45050

WORK ORDER INVOICE



Job Site:
OUR SHOP

Bill To:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Invoice#.... 418838-0001
Date..... 3/16/20
Customer #..
Job Loc..... OUR SHOP
Job No.....
P.O. #.....
Authorized..
Received on. 3/16/20
Finished on. 3/16/20
Last con/cus 282892/50

Equip #	Make	Model	Serial #	Description
HT289	RAVENS	#NA	1R1F04429EE840459	FLAT SEMI TRAILER -

WORK PERFORMED:
INSTALL TIRE PRESSURE SYSTEM WITH DORAN TECHNICIAN.
HAD TO MODIFY ALL BRACKETS FOR WHEEL SENSORS. INSTALL MISSING JAM NUTS ON
WHEEL SENSORS.

LABOR:		Hours Work	Rate	Extended
Mechanic				
JEFF BURTON		8.00 MECHANIC-IN SHOP	60.00	480.00
		Total Labor		480.00
		Total Amount		480.00

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990 N MAIN ST
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MONROE, OH 45050

Ne

Job Site:
OUR SHOP

WORK ORDER INVOICE



Bill To:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Invoice#.... 424409-0001
Date..... 5/18/20
Customer #..
Job Loc..... OUR SHOP
Job No.....
P.O. #.....
Authorized..
Received on. 5/11/20
Finished on. 5/18/20
Last con/cus 303969/50

Equip #	Make	Model	Serial #	Description
O-382	PETERBILT	389	1XPXDB0X79N776796	SEMI TRACTOR - ROAD

WORK PERFORMED:
495,964MI / 3696HRS. INSTALL NEW TIRE PRESSURE SYSTEM.

Steps Performed:
TIRES

PARTS:

Qty	Part Number	Description	U/M	Price	Extended
1	360SL10	TPMS 10-WHEEL SMART	EA	524.990	524.99
4	3649	TPMS FLOW THROUGH EX	EA	14.990	59.96
4	3650	TPMS FLOW THROUGH EX	EA	14.990	59.96
1	3629-S	TPMS 10 PACK TIRE PR	EA	2.990	2.99
1	3623	TPMS REMOTE ANTENNA	EA	37.490	37.49
5	3602	TPMS WIRELESS TIRE P	EA	37.490	187.45
1	3653K	TPMS MONITOR MOUNTIN	EA	7.490	7.49

LABOR:

Mechanic	Hours Work	Rate	Extended
JEFF BURTON	18.00 MECHANIC-IN SHOP	60.00	1,080.00

Total Parts & Materials 880.33
Total Labor 1,080.00

CONTINUED...

IF THE EQUIPMENT DOES NOT WORK
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MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Equip #	Make	Model	Serial #	Description
O-382	PETERBILT	389	1XPXDB0X79N776796	SEMI TRACTOR - ROAD
Total Amount				1,960.33
COPY				
<div> <div>IF THE EQUIPMENT DOES NOT WORK PROPERLY, NOTIFY THE OFFICE AT ONCE</div> <div>MULTIPLE SHIFTS OR OVERTIME RATES MAY APPLY</div> <div>CUSTOMER IS RESPONSIBLE FOR REFUELING, DAMAGES OR REPAIRS</div> </div>				

See Attachment for Terms and Conditions.

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PO BOX 526
MONROE, OH 45050

WORK ORDER INVOICE



Job Site:
OUR SHOP

Bill To:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Invoice#.... 424381-0001
Date..... 6/09/20
Customer #..
Job Loc..... OUR SHOP
Job No.....
P.O. #.....
Authorized..
Received on. 5/09/20
Finished on. 6/09/20
Last con/cus 266935/50

Equip #	Make	Model	Serial #	Description
F-200	MACK	CXN613	1M1AK07Y25N005432	SEMI TRACTOR - ROAD

WORK PERFORMED:

844,367MI / 32,729HRS. INSTALL DORAN TIRE PRESSURE SYSTEM.
REPLACED BOTH AIR BAGS FOR CAB LEVELING. ADJUST ALL BRAKES.

Steps Performed:

TIRES
BRAKE WORK

PARTS:

Qty	Part Number	Description	U/M	Price	Extended
2	21128983	AIR BAG, CAB LEVELIN	EA	73.140	146.28
2	782-2226	FUSE W/ PIGGYBACK CI	EA	10.090	20.18
4	3649	TPMS FLOW THROUGH EX	EA	14.990	59.96
4	3650	TPMS FLOW THROUGH EX	EA	14.990	59.96
1	3629-S	TPMS 10 PACK TIRE PR	EA	2.990	2.99
1	3623	TPMS REMOTE ANTENNA	EA	37.490	37.49
1	360SL10	TPMS 10-WHEEL SMART	EA	524.990	524.99
10	3602	TPMS WIRELESS TIRE P	EA	37.490	374.90
1	3653K	TPMS MONITOR MOUNTIN	EA	7.490	7.49
2	12173	8" ROUND MIRROR	EA	13.087	26.17

CONTINUED...

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CUSTOMER SIGNATURE

DATE

NAME PRINTED

DELIVERED BY

DATE

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MONROE, OH 45050

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Job No.....
P.O. #.....
Authorized..
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Finished on. 6/09/20
Last con/cus 266935/50

Equip #	Make	Model	Serial #	Description
F-200	MACK	CXN613	1M1AK07Y25N005432	SEMI TRACTOR - ROAD
LABOR:				
Mechanic		Hours Work	Rate	Extended
JEFF BURTON		23.00 MECHANIC-IN SHOP	60.00	1,380.00
		Total Parts & Materials		1,260.41
		Total Labor		1,380.00
		Total Amount		2,640.41

Copy

IF THE EQUIPMENT DOES NOT WORK
PROPERLY, NOTIFY THE OFFICE AT ONCE

MULTIPLE SHIFTS OR
OVERTIME RATES MAY APPLY

CUSTOMER IS RESPONSIBLE FOR
REFUELING, DAMAGES OR REPAIRS

See Attachment for Terms and Conditions.

X

CUSTOMER SIGNATURE _____ DATE _____ NAME PRINTED _____ DELIVERED BY _____ DATE _____

Terms: Payment Due Net 30 - Delinquency charges, at the maximum monthly rate allowed by law, will apply 30 days from the date of invoice.

Remit To:
990 N MAIN ST
PO BOX 526
MONROE, OH 45050

Ne

Job Site:
OUR SHOP

WORK ORDER INVOICE



Bill To:
MONROE BRANCH
990 N MAIN ST
MONROE, OH 45050

Invoice#.... 424484-0001
Date..... 6/09/20
Customer #..
Job Loc..... OUR SHOP
Job No.....
P.O. #.....
Authorized..
Received on. 5/11/20
Finished on. 6/09/20
Last con/cus 395546/50

Equip #	Make	Model	Serial #	Description
S-990	TRAIL KING	TK70HT-482	1TKA048248M092759	FLAT SEMI TILT TRAI

WORK PERFORMED:
INSTALL DORAN TIRE PRESSURE SYSTEM.

PARTS:

Qty	Part Number	Description	U/M	Price	Extended
1	3660OC-35	TPMS SMARTLINK TPMS	EA	209.990	209.99
4	3650	TPMS FLOW THROUGH EX	EA	14.990	59.96
4	3649	TPMS FLOW THROUGH EX	EA	14.990	59.96
1	3629-S	TPMS 10 PACK TIRE PR	EA	2.990	2.99
8	3602	TPMS WIRELESS TIRE P	EA	37.490	299.92

LABOR:

Mechanic	Hours Work	Rate	Extended
JEFF BURTON	14.00 MECHANIC-IN SHOP	60.00	840.00

Total Parts & Materials	632.82
Total Labor	840.00
Total Amount	1,472.82

IF THE EQUIPMENT DOES NOT WORK
PROPERLY, NOTIFY THE OFFICE AT ONCE

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OVERTIME RATES MAY APPLY

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2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

Created: April 10, 2014

Revised: April 27, 2017

Summary

This Inspection Bulletin provides guidance to correctly identify a long stroke brake chamber on an air-braked vehicle during inspection. This information gives clarity to some of the inquiries and issues encountered during roadside inspections. Correct identification of the brake chambers is necessary to ensure proper reference to the appropriate brake adjustment charts in the North American Standard Out-of-Service Criteria (OOSC). This Inspection Bulletin pertains only to clamp-type brake chambers on drum brake and exposed-pushrod-style disc brake systems.

An accompanying training video is available at www.cvsa.org/videos, through the CVSA member portal at www.cvsa.org/memberportal and via the CVSA Out-of-Service Criteria app.

Background

Long stroke brake chambers manufactured for use in North America generally comply with a recommended practice (RP) published by the Society of Automotive Engineers (SAE J1817). SAE RP J1817 compliant long stroke brake chambers use at least two of three different identification methods. Some brake chambers are in use that do not comply with J1817 identification methods, but may have alternative markings to identify them as being a long stroke design.

Chamber Type and Size

The type of brake chamber, in terms of its size, for all brake chambers is determined by using a caliper or a tool (chambermate) to measure the outside diameter.

The type of brake chamber, in terms of its stroke, is determined by looking for visual identifiers that indicate it is a long stroke chamber. The absence of a recognizable long stroke marking requires the inspector to deem the brake chamber to be a standard type and not a long stroke type.

Stroke Markings are Rated Stroke not Adjustment Limit

All stroke markings placed on a brake chamber by the manufacturer refer to the rated stroke of the chamber. Rated stroke is a design feature and is generally one-half inch (13 mm) greater than the brake adjustment limit of a chamber. Inspectors must be careful to differentiate between these two values. Rated strokes are included in the clamp-type brake chamber data reference tables in the OOSC for type 20 and 24 long stroke chambers to help identify the brake chamber type.

2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

Identifying Long Stroke Brake Chambers

SAE RP J1817 includes three different methods for identifying long stroke brake chambers. These methods are:

1. Service instructions embossed or stamped onto the chamber.
2. Tags showing the rated stroke of the chamber. These tags are trapezoid-shaped (trapezoidal) with information embossed on the surface.
3. Square-shaped air ports or a square-shaped embossment around the air port.

Many chambers will use all three of these identification methods, but only two of the three are required. It is also possible that one or more of these identification methods has become obscured, and in the case of the trapezoidal tags, detached from the chamber.

Inspectors need to be prepared to locate, recognize and accept one, two or three of these identifiers. In some cases, inspectors may also need to recognize and accept an alternative identification method to those listed in SAE RP J1817, as described below.

1. Trapezoidal Stroke Tags

Many manufacturers of long stroke chambers identify them by installing a tag in the shape of a trapezoid that shows the rated stroke for the chamber. These tags can be any color and any suitable material, and are usually installed near the air fitting or a clamp bolt. Information on the tag may also be repeated on the chamber itself. The design of the tag from SAE RP J1817 is shown in figure 1, and figures 2 and 3 show examples of the tags. **One of these tags is an *acceptable identifier* of a long stroke chamber.**



Figure 1



Figure 2

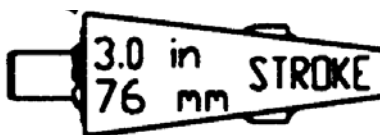


Figure 3

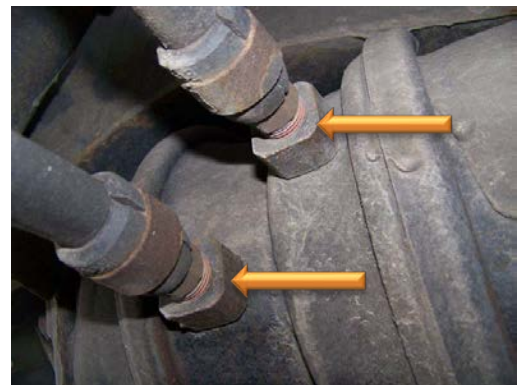
2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

2. Square-Shaped Ports or Embossment

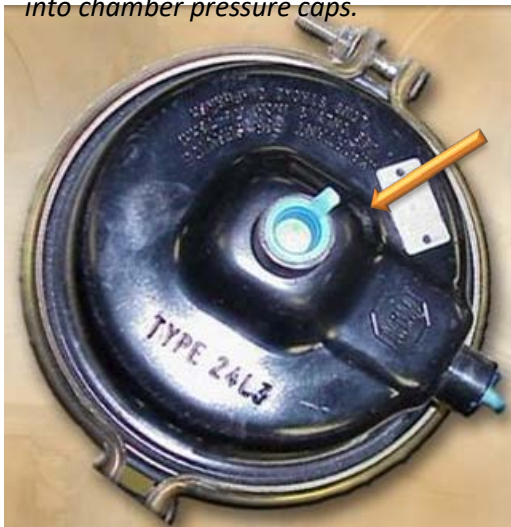
Most long stroke brake chamber manufacturers identify the chamber by using square-shaped ports where the air fittings connect or emboss the pressure cap section of the chamber housing with a square shape. In many cases, the square shape has rounded corners. **Any indication of the square shape is an acceptable identifier of a long stroke chamber.**



*Square-shaped
air fitting ports*



*Examples of square shapes embossed
into chamber pressure caps.*



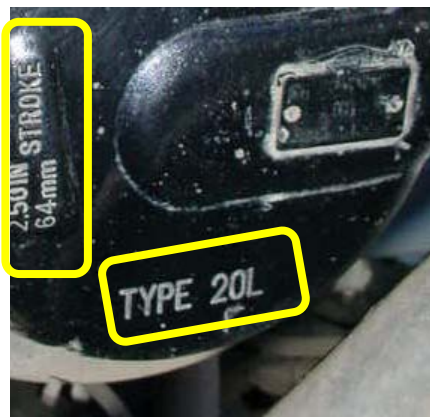
2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

3. Identification and Service Data

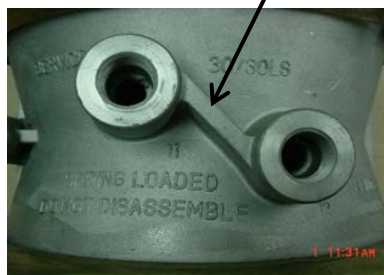
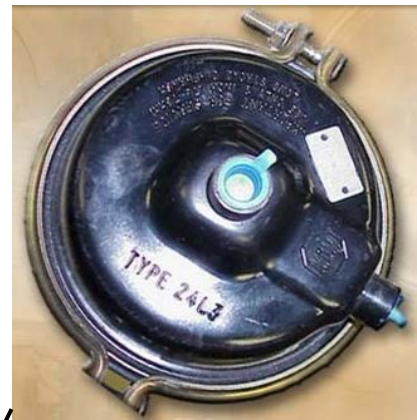
Many long stroke brake chambers have identification and service data stamped, cast or embossed onto the metal parts of a brake chamber. Others are provided with an adhesive data label. The data provided often identifies the type of brake chamber and may also include the rated stroke. For example, the letter “L” and “LS” following the size (12 through 30) are often (but not always) used to identify long stroke chambers. Other alpha-numeric codes are also used to identify chamber type.

Special note for type 20 and 24 long stroke chambers: There are two sizes of these two long stroke chambers. As shown in the long stroke clamp-type brake chamber data reference in the OOSC, the rated stroke of these chambers could be 2.5 inches or 3 inches. Confirm the chamber is correctly identified. Whenever the square embossment is 0.5 inch high, it indicates a long stroke chamber with a rated stroke of 3 inches, having a brake adjustment limit of 2.5 inches.

Identification and service data provided by the chamber manufacturer that shows a rated stroke consistent with the long stroke data reference table in the OOSC is an acceptable identifier of a long stroke chamber.



Examples of identification data and marking.

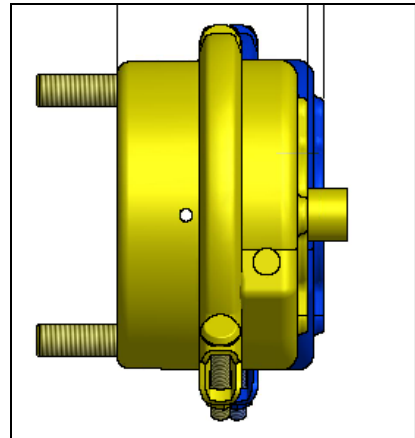


2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

4. Unacceptable Means of Identifying Long Stroke Chambers

To avoid confusion, inspectors must also be aware of other means that may be claimed as being suitable for identifying long stroke chambers. **These methods are not accepted as identifiers of long stroke brake chambers for inspector's purposes.**

- The measurement of the thickness of the chamber cannot be used to identify a long stroke chamber. The interior design of the chamber differs among manufacturers. Exterior brake chamber dimensions do not reliably identify the rated stroke. Rated strokes can even differ among chambers with similar exterior dimensions from the same manufacturer.



- A square hole where the pushrod enters the brake chamber is not an indicator of a long stroke brake chamber. The hole is sometimes square in order to allow the pushrod yoke to pass through the housing.



- The color of the trapezoidal tag does not indicate a particular rated stroke.



2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

Brake Adjustment Limit for Air Brake Chambers – *New Option*

In December 2013, SAE J2899 was developed and a new recommended practice was approved to provide an alternative way of determining the size and allowable stroke of a brake chamber. By putting a standardized rated stroke marking on the air brake chamber in a known location, the only conversion required is between the rated stroke marking to the brake adjustment limit. This method would reduce the likelihood of an inspector passing a vehicle that should be out of service or putting a vehicle out of service that is within acceptable operating conditions.

Rated stroke markings are to be located on the spring brake housing base for spring brakes or on the pressure housing base for service chamber brakes as shown in Figure 1 and marked per column “Rated Stroke Marking” as shown in Figure 2.

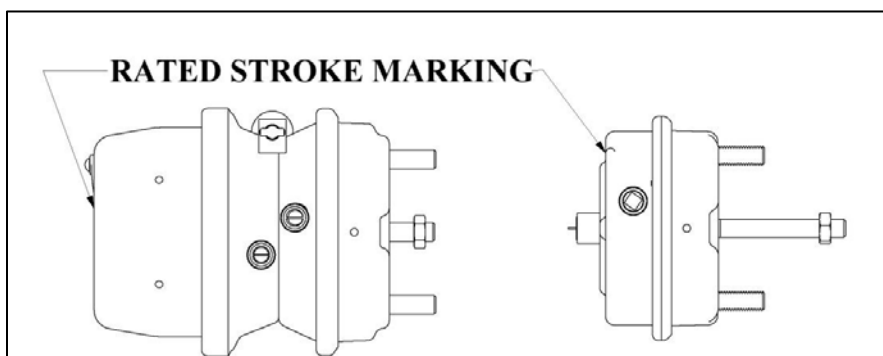


Figure 1

Rated Stroke Marking	Rated Stroke on Brake Chamber			Brake Adjustment Limit		
A	1.50"	1 1/2"	38 mm	1.25"	1 1/4"	32 mm
B	1.75"	1 3/4"	44 mm	1.38"	1 3/8"	35 mm
C	2.00"	2"	51 mm	1.50"	1 1/2"	38 mm
D	2.25"	2 1/4"	57 mm	1.75"	1 3/4"	44 mm
E	2.50"	2 1/2"	64 mm	2.00"	2"	51 mm
F	3.00"	3"	76 mm	2.50"	2 1/2"	64 mm
G	3.25"	3 1/4"	83 mm	2.62"	2 5/8"	67 mm
H	3.50"	3 1/2"	89 mm	2.75"	2 3/4"	70 mm
X.XX	Other					

Figure 2

2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

Rated Stroke

The rated stroke marking (A,B,C,D, etc.) is to be permanently stamped or embossed on the housing or on a corrosion-resistant tag permanently affixed or bonded to the housing. The font height of the stroke marking is to be at least 3/8 inches (10 mm) tall and at least 3 times the size of any other characters located on the same tag or within a 1/2 inch (12 mm) from the stroke marking if located directly on the housing.

Reminder: This is a recommended practice only and not a regulatory requirement to have brake chambers marked as per SAE Standards.

Code 393.47E (2 citations) – “Clamp or Roto type brake out-of-adjustment”

The measurements that triggered the apparent violations were each measured at 2 ¼”. We agree with the brake adjustment measurements taken at the Cambridge scale. Scale measurements are shown below (red circled values) from the “DRIVER/VEHICLE EXAMINATION REPORT” dated 1/27/20:

BRAKE ADJUSTMENTS					
Axle #	1	2	3	4	5
Right	3/16	2 1/4	1 3/4	1 1/4	2 1/4
Left	1 1/2	1/2	1 1/4	1 1/4	1 1/2
Chamber	C-20	C-30	C-30	C-30	C-30

As shown above, the chambers on the vehicle were identified by the Cambridge scales as “C-30” brake chambers (blue circled values).

The chambers installed on the vehicle, however, were not identified properly on the “DRIVER/VEHICLE EXAMINATION REPORT” dated 1/27/20. The report states that C-30 brake chambers were measured. C-30 standard stroke brake chambers would indeed have a readjustment limit of 2” (orange circled value), based on the table shown in section 393.47(e) on page 537 of the November 2019 edition of the Federal Motor Carrier Safety Regulations handbook shown at right:

measured at the shoe center) for class of vehicle determined.

(e) **Clamp, Bendix DD-3, bolt-type, and rotochamber brake actuator readjustment limits.**

(1) The pushrod stroke must not be greater than the values specified in the following tables:

Clamp-type brake chambers

Type	Outside diameter	Brake readjustment limit: standard stroke chamber	Brake readjustment limit: long stroke chamber
6	4 1/2 in. (114 mm) ..	1 1/4 in. (31.8 mm).	
9	5 1/4 in. (133 mm) ..	1 3/4 in. (34.9 mm).	
12	5 11/16 in. (145 mm) ..	1 3/4 in. (34.9 mm) ..	1 3/4 in. (44.5 mm).
16	6 3/8 in. (162 mm) ..	1 3/4 in. (44.5 mm) ..	2 in. (50.8 mm).
20	6 3/4 in. (172 mm) ..	1 3/4 in. (44.5 mm) ..	2 in. (50.8 mm). ¹ 2 1/2 in. (63.5 mm).
24	7 3/8 in. (184 mm) ..	1 3/4 in. (44.5 mm) ..	2 in. (50.8 mm). ² 2 1/2 in. (63.5 mm).
30	8 3/8 in. (206 mm) ..	2 in. (50.8 mm).	2 1/2 in. (63.5 mm).
36	9 in. (229 mm)	2 1/4 in. (57.2 mm).	

¹ For type 20 chambers with a 3-inch (76 mm) rated stroke.

² For type 24 chambers with a 3-inch (76 mm) rated stroke.

In actuality, the chambers on our vehicle are long stroke (3”) brake chambers. These units should have been identified by the inspector as “C-30L” on the report. When properly identified as C-30L chambers, the readjustment limit for these chambers is 2 ½” (green circled value above).

The following page will show details of the presence of long stroke brake chambers.

Code 393.47E (2 citations) – “Clamp or Roto type brake out-of-adjustment”.

The following shows the detail of the long strong brake chambers installed on the combination from case OH3203300600. Reference link to Commercial Vehicle Safety Alliance document detailing identification of long stroke brake chambers:

<https://www.cvsa.org/wp-content/uploads/Inspection-Bulletin-2014-02-ID-Long-Stroke-Brake-Chambers.pdf>

Photo of chamber in installed view:



Presence of square air line inlet bosses confirm “long stroke” chamber type. As per the CVSA file attached, the presence of square air line inlet bosses confirm “long stroke” chamber type.

Acknowledging that photos of the markings are difficult to see in the installed state, we removed the air chamber on the combination in question and took photos that clearly show it to be a long stroke chamber:



This photo shows embossed in the chamber casting: **“USE ONLY 3 INCH LONG STROKE DIAPHRAGM”**.



This photo shows the embossed characters obscured in the installed photo above: **“TYPE 30LP3”** indicating long stroke.

Based on the table shown above and the type of chamber on our vehicle, the readjustment limit for this application should have been 2 ½” (circled in red on table). With the 2 ½” adjustment limit, the measurements taken at the Cambridge scales of 2 ¼” would confirm our compliance and no violation.

Code 393.53B (2 citations) – “CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear”.

The units involved with this apparent violation do indeed have an airbrake adjustment system that compensates for wear. As the 2 ¼” measurements taken by the official at the Cambridge scales indicate the adjustment to be within compliance, the airbrake adjustment system was functioning properly.

To ensure the apparent violation was corrected, we proceeded to remove and replace the slack adjusters and found them to be fully functional.

The photos below show the operation of the removed slack adjuster:

The paint marks on the slack adjuster below serve as a baseline of the positions of each surface:

This photo was taken after 6 cranks of the adjustment lever. Notice the difference in the position of the paint dots:



Based on the understanding that the brake adjustment was within the stated allowance and that each slack adjuster shows to be functioning properly, it clearly shows the CMV to have a functioning airbrake adjustment system that compensates for wear.

Code 396.3(a)(1)BOS – “BRAKES OUT OF SERVICE. The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination: oos when in combination”.

Based on the documentation provided for previously mentioned violation codes 393.47(3) and 393.53(b), we believe that this combination had no defective brakes. With this understanding, certainly less than 20 percent of the service brakes were defective.

This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

7/14/2021 10:05:54 AM

in

Case No(s). 20-0805-TR-CVF

Summary: Exhibit Exhibits 1-7. Hearing held on 06/29/21 electronically filed by Mr. Ken Spencer on behalf of Armstrong & Okey, Inc. and Grubaugh, Valerie