

Investigation of the TDA Export Pens and the Chula Vista Slaughter Horse Collecting Station in Eagle Pass, TX

Date: 9/20/12-9/22/12

Texas Department of Agriculture Export Pens

Location:

205 Industrial Blvd
Eagle Pass, TX 78852
Phone: (830) 773-2359

Management/Pen Operator

Texas Department of Agriculture
Mr. Jon Garza (Director, Commodity Reporting & Livestock Exports)
512-463-6098
jon.garza@tda.state.tx.us

Ricardo Perez, Pen Operator

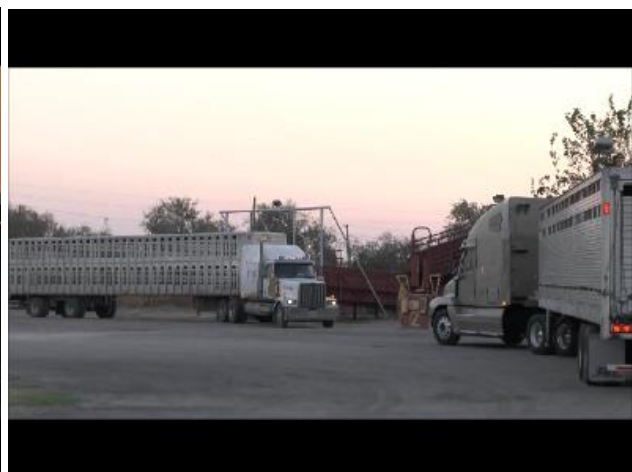
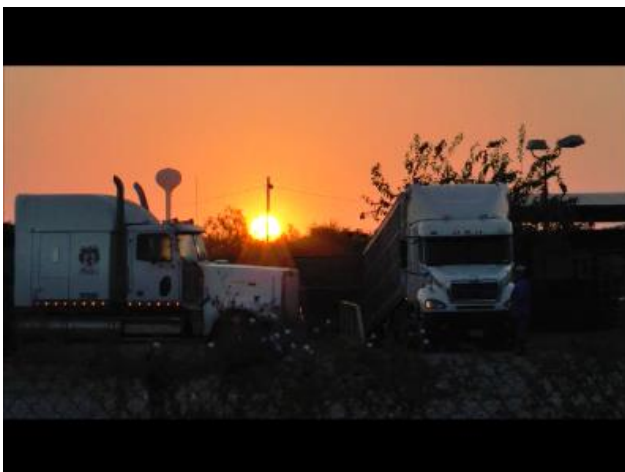
Veterinarian:

Horses are inspected by a Mexican veterinarian prior to loading.

Observations:

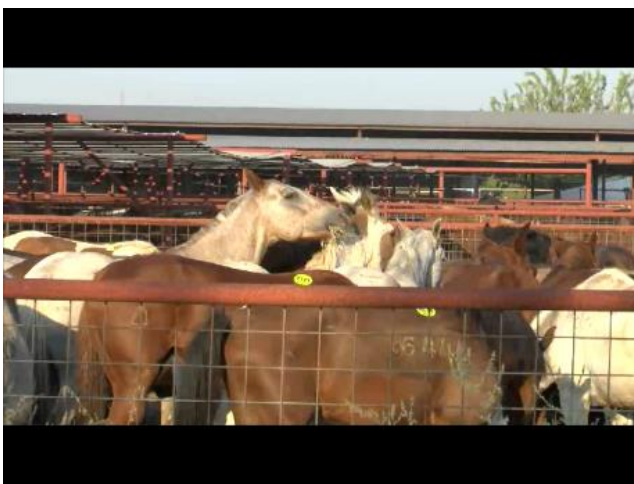
9/20/12

0722: Investigators arrived at the TDA export pens to find **Larry Anderton** from Corsicana, TX (DOT 752261), **O'Dwyer** from Nocona, TX (DOT 2019671), and **Stanley Bros** from Hamburg, AR waiting to unload outside the closed pens. The Stanley Brothers truck did not display their regular DOT 451845, but DOT 142168, which is linked to the Illinois based company Ray Sagan & Sons.



The gates were opened soon after, and Larry Anderton started unloading at 0730. Investigators noted while observing the unloading that one bay horse was severely limping and several horses were very thin. The driver for Anderton tried to block the investigators' view. Once Anderton was finished, the O'Dwyer truck unloaded from 0745 – 0758. The Stanley Brothers truck was the last one to unload. (0800-0810) Again, several horses observed were very thin. At 0845, **Twins Trucking** (DOT 770277 OUT OF SERVICE SINCE 9/26/11), who hauls for Beltex via the Morton Feedlot, arrived and unloaded horses, all of which had the bell brand on their hips.

Investigators documented the conditions inside the TDA export pens and noted that most pens in the back did not have shelter available for the horses. The horses were gathered around large round bales of hay and all appeared to be very hungry, as they were vigorously eating the hay from all sides.



Unfortunately, only the dominant horses were able to eat as they guarded the hay and prevented submissive horses from getting close to it. Investigators watched as the less aggressive, but hungry, horses were bitten and kicked as they tried to come near. The horses in the pens were in constant movement, and fighting between horses was continually observed.



Several horses were thin, others were seen and heard coughing non-stop, indicating an upper respiratory infection or worse. A few horses were also observed with eye infections, and others were

noticeably limping. Some horses seen were not same species-friendly, and would posture or even attack other horses that came too close.

Once sufficient documentation of pen conditions was obtained, investigators continued to monitor the arriving/departing trucks. Following one of them, investigators were able to locate the additional set of slaughter horse pens Animals' Angels had been searching for. A sign at the gate said "**Chula Vista Training Center Live Racing**". The facility has a straight track with a 2 horse starting gate, but also doubles as Raul & Albert Benavides' (**B&B Livestock**) private slaughter horse collecting station. Investigators noticed two sets of pens that each had a loading ramp.



A **Ruben Rodriguez** truck & trailer was seen backed up to one pen which was full of slaughter tagged horses. Inside this pen, investigators watched as a worker sprayed the horses with a white solution (believed to be for de-ticking) on their bodies and faces; even spraying one horse directly in the eyes. Several of the horses were very thin, and some had freshly stitched wounds. Additional pens were seen closer to the race track, and one horse observed appeared dead.



At 1040, investigators returned to the TDA pens and observed the same Ruben Rodriguez truck/trailer unloading. Senasica veterinarians were already inspecting the horses for transport to Mexico. Twins Trucking was leaving. At 1103, a yellow, long-nosed **Charrito's Auto Express** (DOT 2173135)

Mexican transport truck with single deck trailer arrived at the export pens and backed up to loading ramp #4.

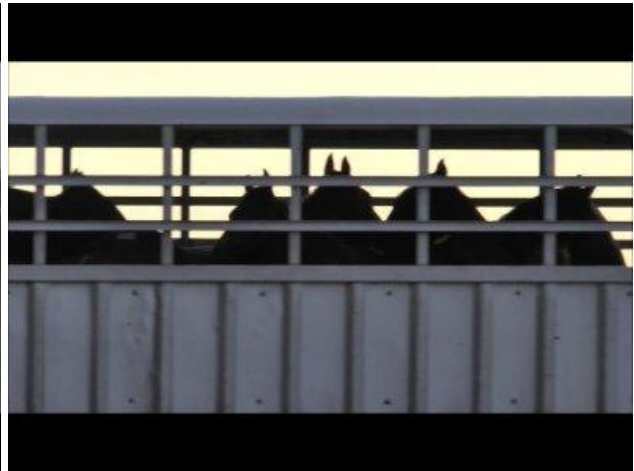
At 1215, a red **Transportes Villareal** (DOT 2199707Z) Mexican transport truck arrived and parked in lot. At 1222, **De Luna** (DOT 1485129) was observed backed up to the loading ramp. At 1248, the Ruben Rodriguez truck left with only the front compartment full. Investigators followed the truck to Chula Vista and observed the truck backed up to loading dock at 1305. At 1440, a **Larry Anderton** truck arrived at the Chula Vista pens, and left empty at 1515.

Back at the TDA pens at 1530, investigators watched as 4 fully loaded Mexican transport trucks pulled out of the TDA pens and into a nearby dry lot. At 1650, the Transportes Villareal truck and the De Luna truck left the dry lot and headed to the border. At 1715, the red Charrito's double decker and the yellow Charrito's straight deck were observed waiting in line on the International Bridge. The last 2 loads sat on the bridge for 45 minutes until finally crossing into Mexico at 1800.



9/21/12

0723: Investigators arrived at the export pens to find 6 loaded trucks waiting to unload. (3 Twins Trucking from Morton, TX, 1 Baeza Trucking from Marfa, TX, 1 Tres Trucking, from Morton, TX, 1 O'Dwyer from Nocona, TX)



The trucks began unloading at 0733. Again, several thin horses were noted. Investigators then drove back to the Chula Vista pens, only to see a loaded B&B Trading truck leave the premises. Investigators followed the truck and noticed **a downed horse being trampled at the rear of the fully packed trailer.** They pulled up next to the passenger of the truck and told him that a horse was down. The driver pulled the truck over and investigators informed them that the horse needed to be offloaded immediately. The driver stated that they were going to the TDA pens, and that the horses would be offloaded there. As the truck was pulled over and motionless, the downed horse was able to rise in the trailer.



Downer inside trailer



Driver responding to AA's intervention

At 1040, the investigators entered the TDA office and spoke to pen manager **Ricardo Perez** about the situation as the horses unloaded. They expressed their concern about the downed horse and asked to

watch as it was unloaded. Their request was denied. Investigators also started to inform Perez about their other concerns regarding the pen area and suggested that the horses be fed from separate piles. Mr. Perez stated that he would consider feeding the aggressive horses from separate piles/pens. Investigators left the office and resumed watching the handling and documenting the circumstances inside the pens.

At 1222, kill buyers **Raul & Albert Benavides** came over to introduce themselves to one of the investigators. When being asked about the Chula Vista pens, Raul confirmed that these were his pens and explained that they were used to “clean horses up” and to microchip (horses that arrive at TDA without them). Investigators continued to monitor the TDA pens as hundreds of horses were inspected by the Mexican veterinarians. The temperature was 88 degrees.



At 1426, now 92 degrees, **Twins Trucking** backed to the ramp and loaded rejects. At 1437, both remaining Twins Trucking trucks left. The first Mexican transport truck began loading at 1440, with a total of 8 trucks loaded altogether. Several of the transport trailers observed were in poor condition. Two of the trailers observed were not suitable to transport animals at all, since they did not provide adequate ventilation and airflow.





Closed up trailer with insufficient air flow



Broken piping inside trailer

Inside other trailers broken and protruding piping was documented. Holes in trailer sides and dividers/doors not extending all the way to the trailer floor create additional hazards, such as broken legs and other horrific injuries.



Hole in trailer side – horses' legs can get stuck



Dangerous distance

One of the drivers used a stick with a sharpened end to get the horses to move forward, forcefully shoving it inside the trailer. Investigators documented as the trucks began leaving the export pens at 1527, with the final truck departing at 1600. All 8 trucks were observed, again, sitting parked in the dry lot.

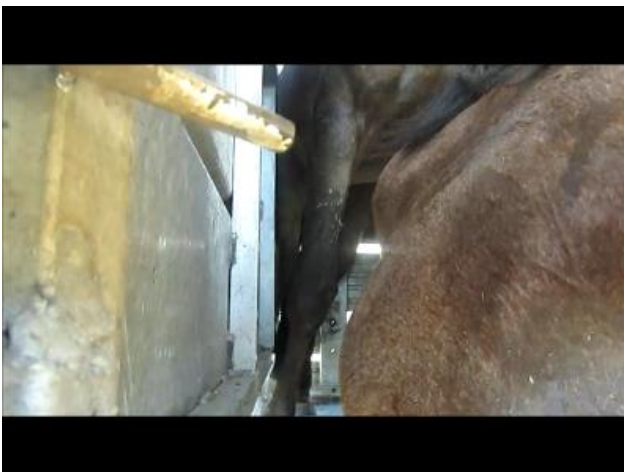


At 1724 investigators noticed that the driver of the long-nosed yellow **Charrito's** DD trailer started looking into the trailer and banging on the sides. Shortly thereafter, two more drivers gathered on the far side of the trailer trying to remain hidden from the investigators' view. Again, one of the drivers was observed using a sharp metal-ended poker, stabbing the horses inside the trailer with full force. Investigators immediately ran to the trailer and saw **that two horses were down and struggling.**





Investigators began documenting the violent distress of both horses attempting to rise without sufficient room to do so. Each time one of the horses tried to rise, they forced the standing horses around them to rear up inside the trailer to find footing. Due to the lack of available space, the horses standing over the downed horses had no choice but to step on, and crush them. Fresh injuries and blood were visible on both the downed and standing horses. The desperate struggle lasted for several minutes with one horse finally getting up. Unfortunately, the second horse quit trying and laid quietly as other horses continued to stand on him.



Investigators attempted to communicate with the drivers, **none of whom spoke English** which is in itself a DOT violation. Investigators called Eagle Pass police in order gain translation to instruct the driver to return to the export pens to get the downed horse off the trailer. A conversation occurred between a female from the Eagle Pass PD and one of the drivers, which investigators were unable to understand.

Within moments, all 8 trucks left the dry lot and the investigators followed believing that the horse would be offloaded at the export pens as requested. To the investigators' surprise, the trucks instead drove straight to the border crossing just one short mile away. **Defiantly, the driver fled across the border, knowing that he would be out of reach.**

Throughout this event, investigators were on the phone with local police only to be told that there was nothing to be done, and were then instructed to call Border Patrol. When the phone call wasn't answered at Border Patrol, investigators literally ran to the border and into a Border Patrol office in attempt to get the truck stopped. Border Patrol was very responsive, but investigators learned that although the loaded trucks were still sitting on the International Bridge, they had already crossed into Mexican territory.



Helpless, the investigators immediately returned to the TDA pens to discuss the violations with pen manager Ricardo Perez hoping he would instruct the driver to return. To their surprise, the TDA pens had been gated shut and closed for the weekend, which is completely unacceptable. **The TDA pens should remain open until all transport trucks have crossed into Mexico in case an emergency situation arises.**

In 2011, Ricardo Perez told Animals' Angels the TDA pens close nightly at 5:00pm. No horse or truck is permitted to be on the property after that time. When asked why the transporters park for hours fully loaded, Perez stated that the paperwork for the transport needed to be cleared by the Mexican Department of Agriculture before the horses could cross the border.

If this lengthy clearance procedure is in fact true, it needs to be changed immediately. While waiting for the go-ahead, the horses are confined on sealed trailers for over three hours, which is completely unacceptable. The irritated horses are in direct afternoon sunlight with exterior temperatures averaging 98 degrees in the late summer months. On this particular day, the temperature was 92 degrees. Exterior temperatures combined with overcrowded metal trailers, still air and body heat create dramatically higher interior trailer temperatures. Dehydration and exhaustion are easily reached in environments such as this, and the stress, confinement and discomfort unnecessarily violates the exact regulations set in place to protect the horses.

Once the two horses went down on the trailer, the driver continued to make bad decisions and commit serious violations against the 9 CFR 88 regulations, which still apply while on American soil.

The driver had the option to offload the horses at the Chula Vista pens, but instead chose to flee to the border. This driver accepted the fact that the downed horse would likely die during transport, and created a torturous and dangerous situation for the horses standing around it.



This particular investigation will be used for a large scale anti-horse slaughter campaign beginning in the spring of 2013. We will steadfastly continue to bring increased attention to the southern border states of TX and NM, as the suffering of slaughter-bound horses has reached an all-time high.

Animals' Angels has already alerted USDA about the violations witnessed during this investigation and all the evidence has been sent to the highest levels for review.

VIOLATION SUMMARY & RECOMMENDATIONS:

1. US DOT Violation: 391.11(b)(2) Non-English speaking driver (Non-OOS)

Observation: While trying to instruct the drivers to offload the downed horse on 9/21/12, the drivers of all 8 trucks were asked which spoke English – NONE did.

Recommendation: Ensure that ALL drivers transporting American horses to slaughter speak the English language, or carry a translating dictionary in order to communicate in this country.

2. 9 CFR § 88 – Commercial Transportation of Equines to Slaughter Regulations

Observation: Due to the decisions made by the Mexican haulers, it is quite clear that they do not understand, or choose to disregard, US laws set in place to protect slaughter-bound equines. Ignorance is an intolerable excuse for cruelty when commercial regulations are set in place with distinct guidelines for haulers to follow.

Recommendation: Translate the 9 CFR 88 in Spanish and provide each hauler a copy. Require that each hauler sign and return a document stating that they have read, and understand, the regulations and any fines associated with violations. USDA should immediately provide training of 9 CFR 88 to all TDA export pen employees. Instruct all employees to promptly document and report incidents of non-compliance to USDA.

3. 9 CFR § 88.3 Standards for conveyances.

(a) The animal cargo space of conveyances used for the commercial transportation of equines for slaughter must: (1) Be designed, constructed, and maintained in a manner that at all times protects the health and well-being of the equines being transported (e.g., provides adequate ventilation, contains no sharp protrusions, etc.).

Observation: Inappropriate conveyances are being used for transport. Most seen do not have proper ventilation (especially when the drivers are parked for hours fully loaded). Conveyances have sharp protrusions inside the trailer. Dividers inside trailers do not fully extend from floor to ceiling creating a high risk potential for injury. Some transport trailers seen were in extremely poor condition.

Recommendations: Immediately cease and desist using trailers not designed to haul horses, and those that do not offer sufficient ventilation and protection from the elements. Immediately repair trailers in need, and instruct export pen employees to inspect all trailers upon arrival. If they cannot be repaired, prohibit any further transport until fixed.

4. **9 CFR § 88.4 Requirements for transport.**

(a) Prior to the commercial transportation of equines for slaughter, the owner/shipper must: (1) For a period of not less than 6 consecutive hours immediately prior to the equines being loaded on the conveyance, provide each equine appropriate food (i.e., hay, grass, or other food that would allow an equine in transit to maintain well-being), potable water, and the opportunity to rest.

Observation: While horses are physically on the premises for 6 hours, they only receive 3-4 hours of rest. The horses are vet inspected for over 2 hours, removing them prematurely from holding pens. The entitlement for them to get the mandatory 6 hours of food, water and rest is not being accomplished. Additionally, there are no separate hay piles to ensure that each horse receives food prior to transport. They are instead fed one round hay bale per pen lot, enabling only the dominant and aggressive horses to eat.

Recommendations: Follow the protocol set out in the Regulations and ensure that EACH and EVERY equine receives the food, rest, and water as mandated. Ensure that separate hay piles are spread throughout the pens to ensure that each equine has the opportunity to eat. Segregate food aggressive horses and feed them apart from the other horses in the pens.

5. **9 CFR § 88.4 Requirements for transport.**

(a) Prior to the commercial transportation of equines for slaughter, the owner/shipper must: (4) Load the equines on the conveyance so that: (i) EACH equine has enough floor space to ensure that no equine is crowded in a way likely to cause injury or discomfort.

Observation: Trailers are overloaded, and horses do not have adequate space.

Recommendations: Load fewer horses and use additional transport trucks if necessary.

6. **9 CFR § 88.4 Requirements for transport.**

(b) During commercial transportation of equines for slaughter, the owner/shipper must: (2) The owner/shipper must obtain veterinary assistance as soon as possible from an equine veterinarian for any equines in obvious physical distress. Equines that become non ambulatory en route must be euthanized by an equine veterinarian.

Observation: Two horses were down on one of the trailers and were being trampled for several minutes. The horses standing around and over the downed horses were also injured during the violent struggle. Instead of obtaining immediate veterinary assistance and returning to the export pens to offload the horses, the driver fled to the border and crossed.

Recommendations: The driver committed a very serious offense and needs to be held accountable for his actions. The severity of the incident demands the maximum fine available for a violation of 9 CFR 88. (\$5,000)

7. **9 CFR § 88.4 Requirements for transport.**

(c) Handling of all equines for slaughter shall be done as expeditiously and carefully as possible in a manner that does not cause unnecessary discomfort, stress, physical harm, or trauma.

Observation: One driver in particular was overly aggressive not only when handling the horses being loaded, but also handling the 2 horses down and in distress. Using a poker with a sharpened, pointed end is completely unacceptable.

Recommendations: Restrict use of metal-ended or sharpened pokers and instruct all drivers accordingly.

8. **Texas Penal Code Title 9 / 42.09. Cruelty to Animals**

(a) A person commits an offense if the person intentionally or knowingly: (2) fails unreasonably to provide necessary food, care, or shelter for an animal in the person's custody;

Observation: No shelter available for the majority of the horses inside the Texas Department of Agriculture pens. The horses are inside these pens for 6+ hours and temperatures are known to exceed 100 degrees Fahrenheit.

Recommendation: Install tarps for sun protection

Trucking Company Info & Violations

1. Saul Alvarado
DBA Name: Twins Trucking
DOT: 770277

NOTE: This Carrier is Currently Under an Out-of-Service Order from FMCSA and May Not Operate.

FATIGUED DRIVING VIOLATIONS

Violation	Description	Submit	# OOS Violations	Violation Weight
395.3(a)(1)	Requiring or permitting driver to drive more than 11 hours	3	2	7
395.3(a)(2)	Requiring or permitting driver to drive after 14 hours on duty	1	1	7
395.5(a)(2)	15 - hour rule violation (Passenger)	2	1	7
395.8	Log violation (general/form and manner)	5	0	2
395.8(f)(1)	Driver's record of duty status not current	7	0	5
Displaying 1 - 5 of 5 Violations				

DRIVER FITNESS VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
383.23(a)(2)	Operating a CMV without a CDL	1	1	8
391.41(a)	Driver not in possession of medical certificate	4	0	1
391.45(b)	Expired medical examiner's certificate	2	0	1
Displaying 1 - 3 of 3 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	8	0	3
393.13(c)(3)	No upper rear retroreflective sheeting or reflex reflective material as required for vehicles manufactured before 12/1/1993	1	0	3
393.19	Inoperative/defective hazard warning lamp	2	0	6
393.201(a)	Frame cracked / loose / sagging / broken	1	0	2
393.24(a)	Noncompliance with headlamp requirements	4	1	6
393.25(f)	Stop lamp violations	4	1	6
393.28	Improper or no wiring protection as required	1	0	3
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	3	0	4
393.48(a)	Inoperative/defective brakes	1	0	4
393.55(c)(2)	ABS - all other CMVs manufactured on or after 3/1/1998 air brake system	1	0	4
393.60(c)	Damaged or discolored windshield	3	0	1
393.60(d)	Glazing permits less than 70 percent of light	1	0	1
393.75(a)(2)	Tire — tread and/or sidewall separation	1	1	8
393.75(c)	Tire — other tread depth less than 2/32 of inch	6	0	8
393.78	Windshield wipers inoperative/defective	2	0	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	2	0	1
393.95(a)	No/discharged/unsecured fire extinguisher	1	0	2
393.9(a)	Inoperative required lamps	7	4	2
396.1	Must have knowledge of and comply with regulations	1	0	4
396.17(c)	Operating a CMV without periodic inspection	3	0	4



396.3A1BL	Brake-reserve system pressure loss	1	1	4
396.5(b)	Oil and/or grease leak	2	0	3
Displaying 1 - 22 of 22 Violations				

2. Paul F. O'Dwyer
DOT: 2019671

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.8(a)	No driver's record of duty status	1	1	5
395.8(k)(2)	Driver failing to retain previous 7 days' logs	1	1	5
Displaying 1 - 2 of 2 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	3	0	3
393.201(c)	Frame rail flange improperly bent/cut/notched	1	1	2
393.209(e)	Power steering violations	1	0	6
393.25(f)	Stop lamp violations	1	0	6
393.45	Brake tubing and hose adequacy	1	1	4
393.47(a)	Inadequate brakes for safe stopping	1	0	4
393.47(e)	Clamp/Roto-Chamber type brake(s) out of adjustment	1	0	4
393.53(b)	Automatic brake adjuster CMV manufactured on or after 10/20/1994 - air brake	1	0	4
393.75(a)(1)	Tire — ply or belt material exposed	1	0	8
393.78	Windshield wipers inoperative/defective	1	0	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	1	0	1
393.95(a)	No/discharged/unsecured fire extinguisher	1	0	2
393.9(a)	Inoperative required lamps	1	0	2
396.3A1BL	Brake-reserve system pressure loss	1	0	4
396.5(b)	Oil and/or grease leak	1	0	3
Displaying 1 - 15 of 15 Violations				

3. Albert & Raul Benavides
DBA Name: B&B Trading/B&B Livestock
DOT: 2006089

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.13(d)(2)	Improper lower rear placement of retroreflective sheeting or reflex reflective material requirements for vehicles manufactured before 12/1/1993	1	0	3



393.25(f)	Stop lamp violations	1	0	6
393.75(c)	Tire — other tread depth less than 2/32 of inch	1	0	8
393.78	Windshield wipers inoperative/defective	1	0	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	1	0	1
393.95(a)	No/discharged/unsecured fire extinguisher	1	0	2
Displaying 1 - 6 of 6 Violations				

4. Eduardo Guadalupe Sanchez Hurtado
 DBA Name: Charrito's Auto Express
 DOT: 2173135

DRIVER FITNESS VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
391.11(b)(2)	Non-English speaking driver	3	0	4
Displaying 1 - 1 of 1 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	5	0	3
393.11TL	No retro reflective sheeting or reflex reflectors on mud flaps - Truck Tractor manufactured on or after 7/1/1997	1	0	3
393.13(a)	Retroreflective tape not affixed as required for Trailers manufactured after 12/1/1993	1	0	3
393.13(d)(2)	Improper lower rear placement of retroreflective sheeting or reflex reflective material requirements for vehicles manufactured before 12/1/1993	1	0	3
393.201(a)	Frame cracked / loose / sagging / broken	2	0	2
393.207(a)	Axle positioning parts defective/missing	1	0	7
393.25(f)	Stop lamp violations	1	0	6
393.28	Improper or no wiring protection as required	2	0	3
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	5	0	4
393.47(a)	Inadequate brakes for safe stopping	2	0	4
393.47(e)	Clamp/Roto-Chamber type brake(s) out of adjustment	2	0	4
393.48(a)	Inoperative/defective brakes	1	0	4
393.50	Inadequate reservoir for air/vacuum brakes	1	0	4
393.60(b)	Windshields required	1	0	1
393.75(c)	Tire — other tread depth less than 2/32 of inch	4	0	8
393.75(h)	Tire underinflated	1	0	3
393.83(g)	Exhaust leak under truck cab and/or sleeper	1	0	1
393.9	Inoperative required lamps	5	2	2
393.95(a)	No/discharged/unsecured fire extinguisher	1	0	2
396.3(a)(1)	Inspection/repair and maintenance parts and accessories	2	1	2



396.5(b)	Oil and/or grease leak	1	0	3
396.5B-HLIW	Hubs - Oil and/or Grease Leaking from hub - inner wheel	1	0	2
396.5B-HLOW	Hubs - oil and/or Grease Leaking from hub - outer wheel	1	0	2
396.9(d)(2)	Failure to correct defects noted on inspection report	1	0	4
Displaying 1 - 24 of 24 Violations				

5 . Ayde Ramos Acosta
DBA Name: Transportes Villareal
DOT: 2199707

DRIVER FITNESS VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
391.11(b)(2)	Non-English speaking driver	2	0	4
Displaying 1 - 1 of 1 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	3	0	3
393.201(a)	Frame cracked / loose / sagging / broken	1	0	2
393.203(a)	Cab door missing/broken	1	0	2
393.205(a)	Wheel/rim cracked or broken	1	1	2
393.207(a)	Axle positioning parts defective/missing	2	0	7
393.207(c)	Leaf spring assembly defective/missing	1	0	7
393.209(e)	Power steering violations	1	0	6
393.30	Improper battery installation	1	0	3
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	4	0	4
393.47(a)	Inadequate brakes for safe stopping	1	0	4
393.47(c)	Mismatched slack adjuster effective length	3	0	4
393.47(e)	Clamp/Roto-Chamber type brake(s) out of adjustment	5	0	4
393.48(a)	Inoperative/defective brakes	1	0	4
393.60(c)	Damaged or discolored windshield	1	0	1
393.75(a)(3)	Tire — flat and/or audible air leak	1	1	8
393.75(c)	Tire — other tread depth less than 2/32 of inch	5	0	8
393.78	Windshield wipers inoperative/defective	1	0	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	3	0	1
393.95(a)	No/discharged/unsecured fire extinguisher	1	0	2
396.17(c)	Operating a CMV without periodic inspection	2	0	4
396.3(a)(1)	Inspection/repair and maintenance parts and accessories	1	0	2
396.5(b)	Oil and/or grease leak	5	0	3
Displaying 1 - 22 of 22 Violations				

6. Larry Anderson
DOT: 752261

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.8	Log violation (general/form and manner)	1	0	2

7. Stanley Brothers
DBA Name: Stanley Bros Farms
DOT: 451845

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
392.3	Operating a CMV while ill/fatigued	1	1	10
395.3(a)(1)	Requiring or permitting driver to drive more than 11 hours	2	2	7
395.3(a)(2)	Requiring or permitting driver to drive after 14 hours on duty	2	2	7
395.8	Log violation (general/form and manner)	3	0	2
395.8(a)	No driver's record of duty status	3	3	5
395.8(e)	False report of driver's record of duty status	1	1	7
395.8(f)(1)	Driver's record of duty status not current	7	0	5
Displaying 1 - 7 of 7 Violations				

DRIVER FITNESS VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
383.23(a)(2)	Operating a CMV without a CDL	1	1	8
391.11	Unqualified driver	1	0	8
391.41(a)	Driver not in possession of medical certificate	3	1	1
391.45(b)	Expired medical examiner's certificate	1	0	1
Displaying 1 - 4 of 4 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	10	0	3
393.13(d)(2)	Improper lower rear placement of retroreflective sheeting or reflex reflective material requirements for vehicles manufactured before 12/1/1993	1	0	3
393.17(b)	No/defective tow-away lamps on rear unit	1	0	6
393.201(a)	Frame cracked / loose / sagging / broken	2	0	2
393.205(c)	Wheel fasteners loose and/or missing	1	1	2



393.207(e)	Torsion bar cracked and/or broken	1	0	7
393.209(e)	Power steering violations	3	0	6
393.25(f)	Stop lamp violations	4	0	6
393.26	Requirements for reflectors	1	0	3
393.28	Improper or no wiring protection as required	1	0	3
393.45	Brake tubing and hose adequacy	1	0	4
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	2	0	4
393.47(e)	Clamp/Roto-Chamber type brake(s) out of adjustment	1	0	4
393.53(b)	Automatic brake adjuster CMV manufactured on or after 10/20/1994 - air brake	1	0	4
393.60(c)	Damaged or discolored windshield	2	0	1
393.75(a)	Flat tire or fabric exposed	1	0	8
393.75(a)(1)	Tire — ply or belt material exposed	1	0	8
393.75(a)(3)	Tire — flat and/or audible air leak	1	1	8
393.75(c)	Tire — other tread depth less than 2/32 of inch	6	0	8
393.76	Sleeper berth requirement violations	1	0	3
393.78	Windshield wipers inoperative/defective	6	0	1
393.9	Inoperative required lamps	1	0	2
393.95(a)	No/discharged/unsecured fire extinguisher	2	0	2
393.9(a)	Inoperative required lamps	3	1	2
393.9T	Inoperative tail lamp	1	0	6
393.9TS	Inoperative turn signal	1	0	6
396.17(c)	Operating a CMV without periodic inspection	4	0	4
396.3A1BC	Brake-air compressor violation	1	1	4
396.5(b)	Oil and/or grease leak	1	0	3
Displaying 1 - 29 of 29 Violations				

8. Juan Jaime De Luna Rodriguez
DBA: De Luna
DOT: 1485129

UNSAFE DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
392.2T	Improper turns	1	0	5
Displaying 1 - 1 of 1 Violations				

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.3(a)(1)	Requiring or permitting driver to drive more than 11 hours	1	1	7
395.3(b)	60/70 - hour rule violation	1	1	7
395.8	Log violation (general/form and manner)	3	0	2

Displaying 1 - 3 of 3 Violations

DRIVER FITNESS VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
391.11(b)(2)	Non-English speaking driver	2	2	4
391.11B2S	Driver must be able to understand highway traffic signs and signals in the English language	1	1	4
391.11(b)(5)	Driver lacking valid license for type vehicle being operated	1	1	8

Displaying 1 - 3 of 3 Violations

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	21	0	3
393.13(c)(2)	No lower rear retroreflective sheeting or reflex reflective material as required for vehicles manufactured before 12/1/1993	2	0	3
393.201(a)	Frame cracked / loose / sagging / broken	3	0	2
393.203	Cab/body parts requirements violations	1	0	2
393.203(a)	Cab door missing/broken	1	0	2
393.203(c)	Hood not securely fastened	1	0	2
393.205(a)	Wheel/rim cracked or broken	1	1	2
393.207(a)	Axle positioning parts defective/missing	4	1	7
393.207(b)	Adjustable axle locking pin missing/disengaged	1	0	7
393.207(c)	Leaf spring assembly defective/missing	5	1	7
393.207(e)	Torsion bar cracked and/or broken	11	6	7
393.209(d)	Steering system components worn/welded/missing	2	1	6
393.209(e)	Power steering violations	6	0	6
393.24(a)	Noncompliance with headlamp requirements	2	0	6
393.25(f)	Stop lamp violations	5	2	6
393.28	Improper or no wiring protection as required	14	0	3
393.45	Brake tubing and hose adequacy	6	3	4
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	19	0	4
393.45(b)(3)	Failing to secure brake hose/tubing against high temperatures	1	0	4
393.45(d)	Brake connections with leaks/constrictions	13	0	4
393.47(a)	Inadequate brakes for safe stopping	8	0	4
393.47(c)	Mismatched slack adjuster effective length	2	0	4
393.47(d)	Insufficient brake linings	1	0	4
393.47(e)	Clamp/Roto-Chamber type brake(s) out of adjustment	22	0	4
393.48(a)	Inoperative/defective brakes	4	0	4
393.50	Inadequate reservoir for air/vacuum brakes	2	0	4
393.51	No or defective brake warning device	3	2	4
393.53(b)	Automatic brake adjuster CMV manufactured on or after 10/20/1994 -	12	0	4



	air brake			
393.55(e)	ABS - malfunctioning lamps towed CMV manufactured on or after 3/1/1998, manufactured before 3/1/2009	5	0	4
393.60(c)	Damaged or discolored windshield	1	0	1
393.65(f)	Improper fuel line protection	1	0	1
393.67	Fuel tank requirement violations	3	1	1
393.75(a)(1)	Tire — ply or belt material exposed	1	0	8
393.75(a)(2)	Tire — tread and/or sidewall separation	3	0	8
393.75(a)(3)	Tire — flat and/or audible air leak	2	2	8
393.75(c)	Tire — other tread depth less than 2/32 of inch	28	1	8
393.75(h)	Tire underinflated	3	0	3
393.78	Windshield wipers inoperative/defective	6	0	1
393.83(g)	Exhaust leak under truck cab and/or sleeper	4	0	1
393.84	Inadequate floor condition	1	0	2
393.9	Inoperative required lamps	4	1	2
393.95(a)	No/discharged/unsecured fire extinguisher	2	0	2
393.95(b)	No spare fuses as required	1	0	2
393.95(f)	No / insufficient warning devices	2	0	2
393.9(a)	Inoperative required lamps	5	2	2
396.17(c)	Operating a CMV without periodic inspection	2	0	4
396.3(a)(1)	Inspection/repair and maintenance parts and accessories	14	1	2
396.3A1B	Brakes (general)	1	0	4
396.3A1BL	Brake-reserve system pressure loss	6	0	4
396.3A1T	Tires (general)	1	0	8
396.5(b)	Oil and/or grease leak	15	0	3
396.5B-HLIW	Hubs - Oil and/or Grease Leaking from hub - inner wheel	1	0	2
396.7	Unsafe operations forbidden	1	0	3
396.9(d)(2)	Failure to correct defects noted on inspection report	1	0	4
Displaying 1 - 54 of 54 Violations				

9. Maria Alvarado
DBA: Tres Trucking
DOT: 2195024

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.8	Log violation (general/form and manner)	2	0	2
395.8(f)(1)	Driver's record of duty status not current	1	0	5
Displaying 1 - 2 of 2 Violations				

DRIVER FITNESS VIOLATIONS



Violation	Description	# Total Violations	# OOS Violations	Violation Weight
391.41(a)	Driver not in possession of medical certificate	1	0	1
Displaying 1 - 1 of 1 Violations				

VEHICLE MAINTENANCE VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	2	0	3
393.25(f)	Stop lamp violations	2	0	6
393.28	Improper or no wiring protection as required	1	0	3
393.45(b)(2)	Failing to secure brake hose/tubing against mechanical damage	1	0	4
393.48(a)	Inoperative/defective brakes	1	0	4
393.50(c)	No means to ensure operable check valve	1	0	4
393.60(c)	Damaged or discolored windshield	1	0	1
393.75(c)	Tire — other tread depth less than 2/32 of inch	5	1	8
393.78	Windshield wipers inoperative/defective	4	0	1
393.84	Inadequate floor condition	1	0	2
393.9	Inoperative required lamps	1	1	2
393.95(a)	No/discharged/unsecured fire extinguisher	2	0	2
396.3(a)(1)	Inspection/repair and maintenance parts and accessories	1	0	2
396.5(b)	Oil and/or grease leak	1	0	3
Displaying 1 - 14 of 14 Violations				

10. Baeza Trucking Inc.
DOT: 1540244

FATIGUED DRIVING VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.8	Log violation (general/form and manner)	4	0	2
395.8(a)	No driver's record of duty status	1	1	5
395.8(f)(1)	Driver's record of duty status not current	1	0	5
395.8(k)(2)	Driver failing to retain previous 7 days' logs	1	1	5

CONTROLLED SUBSTANCES AND ALCOHOL VIOLATIONS

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
392.4(a)	Driver uses or is in possession of drugs	1	1	10

VEHICLE MAINTENANCE VIOLATIONS



Violation	Description	# Total Violations	# OOS Violations	Violation Weight
393.11	No/defective lighting devices/reflective devices/projected	1	0	3
393.24(a)	Noncompliance with headlamp requirements	1	0	6
393.25(f)	Stop lamp violations	1	1	6
393.28	Improper or no wiring protection as required	1	0	3
393.48(a)	Inoperative/defective brakes	1	0	4
393.75(b)	Tire — front tread depth less than 4/32 of inch	1	1	8
393.75(c)	Tire — other tread depth less than 2/32 of inch	1	0	8
393.78	Windshield wipers inoperative/defective	1	0	1
396.3(a)(1)	Inspection/repair and maintenance parts and accessories	1	0	2
396.3A1BC	Brake-air compressor violation	1	1	4