


FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

	USDOT# 2151173	Legal: ATLANTIC PACIFIC RESOURCE GROUP INC
		Operating (DBA): LEW GRILL SPECIALIZED SERVICES

MC/MX #: 748014	State #:	Federal Tax ID: 810477426
Review Type: Safety Audit – New Entrant	Location of Review/Audit: Company Facility in the U.S.	
Scope: Entire Operation	Territory:	

Operation Types	Interstate	Intrastate	Business: Corporation Gross Revenue: \$543732 for year ending: 12/31/2011
Carrier:	HM	N/A	
Shipper:	HM	N/A	
Cargo Tank:	N/A		

Company Physical Address:

3311 BEN HOGAN LANE
BILLINGS, MT 59106, UNITED STATES

Contact Name: LEWIS J. GRILL
Phone numbers: (1) 4062482766 (2) **Fax** 4066564232
E-Mail Address: OFFICE@LEWGRILL.COM

Company Mailing Address:

3311 BEN HOGAN LANE
BILLINGS, MT 59106, UNITED STATES

Carrier Classification

Authorized for Hire; Exempt for Hire; Private Property

Cargo Classification

General Freight; Machinery, Large Objects; Motor Vehicles; Other - video equipment

Hazardous Materials

9 Miscellaneous HM Carried and Shipped Non-Bulk

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

Driver Information

	Inter	Intra	Average trip leased drivers/month: 0
< 100 Miles:	0	0	Total Drivers: 2
>= 100 Miles:	2	0	CDL Drivers: 2

Equipment

	Owned	Term Leased	Trip Leased		Owned	Term Leased	Trip Leased
Truck Tractor	1	0	0	Trailer	1	0	0
Power units used in the U.S.:	1						
Percentage of time used in the U.S.:	100						





Part A

IF YOU HAVE ANY QUESTIONS REGARDING THIS REPORT CONTACT
THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION AT:
2880 SKYWAY DRIVE
HELENA, MT 59602
PHONE: (406) 449-5304 FAX: (406) 449-5318

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

Person(s) Interviewed:

Name: CARMELLA C. GRILL

Title: VICE PRESIDENT

Name: LEW J. GRILL

Title: PRESIDENT CEO





Part B - Questions and Answers

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

Question General # 1 Section # 387.7(a) Acute	Answer
Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	Yes
Comments \$1,000,000.00	
Question General # 2 Section # 387.7(d) Critical	Answer
Does the carrier have required proof of financial responsibility (property carrier)?	Yes
Comments MCS-90	
Question General # 3 Section # 387.31(a) Acute	Answer
Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	N/A
Question General # 4 Section # 387.31(d) Critical	Answer
Does the carrier have required proof of financial responsibility (passenger carrier)?	N/A
Question General # 5 Section # 13901 (392.9a(a)(1))	Answer
Is the motor carrier authorized to conduct interstate operations in the United States?	Yes
Comments MC# 748014	
Question General # 6 Section # 390.15(b)(1)	Answer
Can the carrier provide a complete accident register of recordable accidents?	N/A
Comments NO ACCIDENTS	
Question General # 7 Section # 390.15(b)(2) Critical	Answer
Does the carrier have copies of all accident reports required by States or other government entities or insurers?	N/A
Question General # 8 Section # 390.3(e)	Answer
Is the carrier knowledgeable of the FMCSRs/HMRs?	Yes
Question General # 9 Section # 390.21	Answer
Does the carrier know the commercial motor vehicles marking requirements?	Yes
Question Driver # 1 Section # 391.51(a) Critical	Answer
Does the carrier maintain driver qualification files?	Yes
Question Driver # 2 Section # 391.11(b)(4) Acute	Answer
Is the carrier using physically qualified drivers?	Yes



Question Driver # 3 Section # 391.45(a), 391.45(b) Critical Is the carrier using a driver without a medical certificate or with an expired medical certificate?	Answer No
Question Driver # 4 Section # 391.15(a) Acute Is the carrier using any disqualified drivers?	Answer No
Question Driver # 5 Section # 391.51(b)(2) Critical Does the carrier maintain driving inquiry data in driver qualification files?	Answer Yes
Question Driver # 6 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?	Answer Yes
Comments CMCI GRAIN VALLEY, MO	
Question Driver # 7 Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances?	Answer No
Question Driver # 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance?	Answer No
Question Driver # 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	Answer No
Question Driver # 10 Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	Answer No
Question Driver # 11 Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	Answer N/A
Question Driver # 12 Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	Answer N/A
Question Driver # 13 Section # 382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	Answer N/A
Question Driver # 14 Section # 382.305 Acute Has the carrier implemented random testing program?	Answer Yes
Question Driver # 15 Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	Answer Yes
Question Driver # 16 Section # 382.305(b)(2) Critical Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	Answer Yes
Question Driver # 17 Section # 40.305(a) Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	Answer N/A



Question Driver # 18 Section # 40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	Answer N/A
Question Driver # 19 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	Answer No
Question Driver # 20 Section # 382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?	Answer N/A
Question Driver # 21 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	Answer No
Question Driver # 22 Section # 383.37(a) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	Answer No
Question Driver # 23 Section # 383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?	Answer No
Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption? Comments LOGBOOKS	Answer Yes
Question Operations # 2 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?	Answer Yes
Question Operations # 3 Section # 395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?	Answer Yes
Question Operations # 4 Section # 395.8(k)(1) Critical Can the carrier produce records of duty status and supporting documents for selected drivers?	Answer Yes
Question Operations # 5 Section # 395.3(a)(1) Critical Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	Answer No
Question Operations # 6 Section # 395.3(a)(2) Critical Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	Answer No
Question Operations # 7 Section # 395.3(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)	Answer No
Question Operations # 8 Section # 395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)	Answer No



Question Operations # 9 Section # 395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	Answer N/A
Question Operations # 10 Section # 395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	Answer N/A
Question Operations # 11 Section # 395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)	Answer N/A
Question Operations # 12 Section # 395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)	Answer N/A
Question Operations # 13 Section # 395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status?	Answer No
Question Operations # 14 Section # 392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?	Answer Yes
Question Operations # 15 Section # 392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?	Answer Yes
Question Operations # 16 Section # 392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?	Answer No
Question Operations # 17 Section # 392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?	Answer No
Question Operations # 18 Section # 392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?	Answer No
Question Maintenance # 1 Section # 396.3(b) Critical Can the carrier produce maintenance files for requested vehicle(s)?	Answer Yes
Question Maintenance # 2 Section # 396.17(a) Critical Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Answer Yes
Comments HANSERS AUTO	
Question Maintenance # 3 Section # 396.11(a) Critical Does the motor carrier require drivers to complete vehicle inspection reports daily?	Answer N/A
Comments ONE CMV	
Question Maintenance # 4 Section # 396.11(c) Acute Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	Answer Yes



Question Maintenance # 5 Section # 396.9(c)(2) Acute Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	Answer Yes
Question Maintenance # 6 Section # 396.19 Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Answer Yes
Question Maintenance # 7 Section # 396.3 Can the carrier explain its systematic, periodic maintenance program?	Answer Yes
Question Hazardous Materials # 1 Section # 107.608(a) Is the carrier registered with the Pipeline and Hazardous Materials Safety Administration, and do they have copies of all of their registrations for the previous 3 years?	Answer N/A
Question Hazardous Materials # 2 Section # 171.15 Critical Does the carrier promptly report hazardous materials incidents requiring immediate telephone notice to the appropriate authorities?	Answer N/A
Question Hazardous Materials # 3 Section # 171.16 Critical Does the carrier file hazardous materials incident reports when required?	Answer N/A
Question Hazardous Materials # 4 Section # 177.800(c) Critical Does the carrier provide HM training for its drivers?	Answer N/A
Question Hazardous Materials # 5 Section # 172.704(a) Do the HM training materials cover the minimum required elements?	Answer N/A
Question Hazardous Materials # 6 Section # 177.817(a) Critical Are the shipping papers used by the carrier properly prepared?	Answer N/A
Question Hazardous Materials # 7 Section # 177.817(e) Critical Does the carrier maintain proper accessibility for shipping papers?	Answer N/A
Question Hazardous Materials # 8 Section # 177.841(e) Acute Does the carrier transport packages bearing a poison label in the same vehicle with any foodstuff or feed for humans or animals?	Answer N/A
Question Hazardous Materials # 9 Section # 177.848 Is the motor carrier aware that some hazardous materials may not be transported in the same vehicle with other hazardous material?	Answer N/A
Question Hazardous Materials # 10 Section # 180.407(a) Critical Has the carrier transported a shipment of HM in a cargo tank that has not been inspected or tested in accordance with 180.407?	Answer N/A
Question Hazardous Materials # 11 Section # 180.407(c) Critical Are all of the cargo tanks used for the transportation of hazardous materials periodically inspected and tested with 180.407?	Answer N/A
Question Hazardous Materials # 12 Section # 180.415 Critical Are cargo tanks that pass inspections or tests required by 180.407 marked?	Answer N/A



Question Hazardous Materials # 13 Section # 180.417(a)(1) Critical Has the carrier retained all of the manufacturer's data report certificates and related papers, as required?	Answer N/A
Question Hazardous Materials # 14 Section # 397.5(a) Acute Does the carrier ensure that vehicles containing Division 1.1, 1.2, or 1.3 (explosive) material is attended at all times?	Answer N/A
Question Hazardous Materials # 15 Section # 397.7(a)(1) Critical Has the motor carrier parked a vehicle containing Division 1.1, 1.2, or 1.3 materials within 5 feet of a traveled portion of a highway or street?	Answer N/A
Question Hazardous Materials # 16 Section # 397.7(b) Critical Has the motor carrier parked a vehicle containing HM other than Division 1.1, 1.2, or 1.3 materials within 5 feet of a traveled portion of a highway or street?	Answer N/A
Question Hazardous Materials # 17 Section # 397.13(a) Critical Has the carrier permitted anyone to smoke when within 25 feet of a vehicle containing Class 1 materials, Class 5 materials, or flammable materials classified in Division 2.1, Class 3, Divisions 4.1 and 4.2?	Answer N/A
Question Hazardous Materials # 18 Section # 397.19(a) Critical Has the carrier furnished all drivers transporting Division 1.1, 1.2, or 1.3 (explosive) material a copy of the rules of Part 397 and/or emergency response instructions?	Answer N/A
Question Hazardous Materials # 19 Section # 397.67(d) Critical Does the carrier have a system to ensure all drivers transporting Class 7 (radioactive) material, Div. 1.1, 1.2 or 1.3 explosive, or a poison inhalation Hazard zone A or B materials have a written route plan?	Answer N/A
Question Other # 1 Section # 375.211 Does the carrier participate in an Arbitration Program?	Answer N/A
Question Other # 2 Section # 13702.0 Does the carrier assess shipper freight charges based upon published tariffs?	Answer N/A
Question Other # 3 Section # 375.401(c) Does the carrier provide reasonably accurate estimates of moving charges?	Answer N/A
Question Other # 4 Section # 375.407(a), 375.703(b) Has the carrier avoided "hostage freight" or other predatory practices?	Answer N/A
Question Other # 5 Section # 387.301(a), 387.301(b) Does the HHG carrier have sufficient levels of public liability and cargo insurance?	Answer N/A
Question Other # 6 Section # 375.215 Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).	Answer N/A
Question Other # 7 Section # 375.213 Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?	Answer N/A
Question Other # 8 Section # 49 CFR 37 subpart H Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?	Answer N/A



Question Other # 9 Section # 49 CFR 37 subpart H

Answer

If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?

N/A





Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

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

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

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

HOW THE SA IS SCORED

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

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

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

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

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

