



Wisconsin Division Office
Highpoint Office Park Suite 101
567 D'Onofrio Drive
Madison, Wisconsin 53719-2814
Phone: 608-829-7530 FAX: 608-829-7540

March 4, 2008

(b)(3); (b)(7)(D)

This is in reference to your call to our Safety Hotline concerning the safety practices of Marten Transport LTD.

The matter has been investigated and the company's driver safety performance will be monitored by our Agency. We believe the action we have taken with the carrier as a result of our investigation will result in improved safety compliance.

Thank you for your interest in motor carrier and highway safety.

Sincerely,

Mark G. Oesterle

For

Mark G. Oesterle
Division Administrator



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March 4, 2008

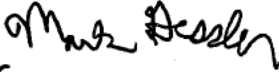
(b)(3); (b)(7)(D)

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Thank you for your interest in motor carrier and highway safety.

Sincerely,

For 
Mark G. Oesterle
Division Administrator

Safety Violation Report

Federal Motor Carrier Safety Administration



Report Information

Complaint ID: 100025607
Date of Report: 1/24/2008
Input By: Nadine Madison
Recorded By: Public

Filer Information

Filer Name: (b)(3);(b)(7)(d)
Street Address: (b)(3);(b)(7)(d)
City: (b)(3);(b)(7)(d)
State: (b)(3);(b)(7)(d) **ZIP:** (b)(3);(b)(7)(d)
Telephone #: (b)(3);(b)(7)(d)
Email Address: (b)(3);(b)(7)(d)

Motor Carrier Information

Motor Carrier: MARTEN TRANSPORT LTD
City: MONDOVI **State:** WI
US DOT #: 74432
Transports HAZMAT: Yes **Transports Passengers:** No

Violation Information

Violation involves "HOURS OF SERVICE": No

Violated Regulation:

Unsafe Vehicles or Equipment

- "1/23/08 The complainant returned our call and he alleges on 12/13/07 he made a trip (Origin NY, Destination NJ). The complainant alleges he began to experience problems with the truck. The complainant alleges he checked the truck and the batteries were dead and there was no alternator. The complainant alleges he called Judy (Manager) and she told him she was going to call a towing company. The complainant alleges the towing company arrived and he was told the batteries needed to be re-charged and the truck would have to go to the shop. The complainant alleges on 12/22/07 he received a call from Bruce (Manager) and he informed him that he was terminated. The complainant alleges he called the terminal and spoke with Jackie Peterson (Manager) and she stated he was terminated because he did not want to make the trip, although the truck was in good condition. The complainant alleges he was terminated because he was always notifying the carrier of the unsafe vehicles.

Terminated for Refusing to Commit a Violation

- Driver was terminated for refusing to commit a violation related to Vehicle Condition or Maintenance.

- On December 13 2007 Marten Transport has asked me to drive a truck about 80 miles running on alternator only. Batteries were drain out and charging system did not work. I refused to drive the truck due to mechanical/electrical problems that could cause a breakdown or safety hazard while in transit. I demanded that truck is either towed way or repaired before I can safely and legally drive. Since truck was disabled for over one week Marten Transport fired me on Dec. 22, 2007 for the reason: driver refused to work.

Additional Information:

"1/23/08 Emailed the complainant for the dates and trips of the violations-NM."

"1/22/08 Telephoned the complainant at 12:26 pm-EZ." "1/18/08 Telephoned the complainant at 7:52 pm Im-ER."

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Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE., Washington, DC 20590 • 1-800-832-5660; TTY • 1-800-877-8339

Safety Violation Report

Federal Motor Carrier Safety Administration

Report Information

Complaint ID: 100024812
Date of Report: 12/3/2007
Input By: Nadine Madison
Recorded By: Public

Filer Information

(b)(3); (b)(7)(D)

Motor Carrier Information

Motor Carrier: MARTEN TRANSPORT LTD
City: MONDOVI **State:** WI
US DOT #: 74432
Transports HAZMAT: Yes **Transports Passengers:** No

Violation Information

Violation Involves "HOURS OF SERVICE": Yes

Violated Regulation:

Hours of Service

- Commercial motor carrier requires that the driver exceed maximum driving time.
- "70 hour rule violation." The complainant alleges from 11/23/07 through 11/24/07 he drove from Tulsa, OK to Joplin, MO. The complainant alleges he was close to his 70 hours when he received a call via the QUALCOM from Jeremy (Dispatcher) to haul another load. The complainant alleges he told Jeremy that he was close to running over his hours and Jeremy was not pleased with his response. The complainant alleges he did not haul the load-EZ." 1. 10-30-07 First day of orientation (company makes all new hires go thru a company "on-site DOT physical and pre-employment drug testing. Afterwards for the remaining part of the day they conduct class time on how to operate company equipment and completion of employment paperwork. Safety director and logbook auditor both stated to us NOT to log any of this time as "on-duty" but instead "off-duty". Voiced my concern about this since we are forced to stay on site (company furnishes lunch in the classroom) and a schedule of events was published for all three days of orientation. This is defined in reg. 395.2(7), 395.8(e) And also defined as such activity as on-duty in the interpretation question #11 and also question #32. 2. 10-30-07

logbook auditor in classroom told everyone that everything is to be "logged" 15 minutes regardless of true time it has taken. Example: fueling, pre/post inspections, hook/drop, loading/unloading. The only true time to log would be a DOT inspection. This is a forced verbal rule. Re: to ensure driver does not waste hours that can be used to drive. 3. 11-06-07 while unloading, was pressured by dispatcher to take another load to northern California (still in LA) for the next morning. Told him I was not even loaded yet and wouldn't be able to make the delivery time regardless. Was told to talk to the safety director. Explained situation and was told to mask or hide true loading times. To show I was loaded at a different time than what really happened (just make sure its in the same day) and to "back log" if needed. Meaning: make it appear I was either off-duty or in the sleeper when I was really on-duty and make it appear I received the required rest/off duty period. That if I "worked" my logbook I would then have plenty of time to make the next morning appointment. Company mandates all times when arrived at customer, check-in with customer, back into dock are recorded via qualcomm. Same as true when departure from customer. Fueling times must be within a half-hour window around the true time period. The times via the qualcomm are for detention billing only and not used to ensure compliance of the hours of service. The only times that could be used for hours of service per the company would be times noted on the bill of lading if they are there.

Hazardous Material Carrier/Shipper

- "Hazmat violation." The complainant telephoned on 11/28/07 and he alleges on 11/27/07 he was given a load in Charleston, TN to transport Oxidizer to Ontario, Canada on 11/28/07. The complainant alleges Jeremy (Dispatcher) ordered him through the QUALCOM to use the Ambassador Bridge in Canada which is against the law to transport hazmat of any kind on the bridge. The complainant alleges he contacted Jeremy on 11/28/07 and explained to him that he could not transport the load and Jeremy told him to transport it and talk to Peterson Goph (Safety Director) later.

Hours of Service

- Commerical motor carrier requires that driver falsify log books.

Additional Information:

"11/30/07 Received an email from the complainant listing the same information found in his complaint. Ref'd him to the WI Disvision Office-NM." "11/30/07 Emailed the complainant for dates and trips-NM." "11/28/07 Telephoned the complainant at 4:38 pm Im-ER." "11/27/07 Telephoned the complainant at 5:10 pm Im-JQ."

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1200 New Jersey Avenue SE., Washington, DC 20590 • 1-800-832-

5660; TTY • 1-800-877-8339

Safety Violation Report

Federal Motor Carrier Safety Administration

Report Information

Complaint ID: 100025513
Date of Report: 1/16/2008
Input By: Nadine Madison
Recorded By: Edgar Zapata

Filer Information

(b)(3); (b)(7)(D)

Motor Carrier Information

Motor Carrier: MARTEN TRANSPORT LTD
City: MONDOVI **State:** WI
US DOT #: 74432
Transports HAZMAT: Yes **Transports Passengers:** No

Violation Information

Violation Involves "HOURS OF SERVICE": Yes

Violated Regulation:

Hours of Service

- Commercial motor carrier requires that the driver exceed maximum driving time.
- "Unqualified driver." The complainant alleges he has worked for Marten Transport LTD (carrier) for five years. The complainant alleges when he was hired he informed them that he did not have HAZMAT endorsement. The complainant alleges on 1/11/08 he was asked by Jeremy Blum (Dispatcher) to deliver a HAZMAT load (Origin MI Destination IL). The complainant alleges he informed Jeremy he was unable to take the load because he could not transport hazmat materials. The complainant alleges there have been several times when he has been asked to perform trips which involved HAZMAT loads. The complainant alleges he spoke with Rosemary (Safety Manager) regarding the violation and he was told he needed to speak with Bruce (Supervisor). The complainant alleges he could not reach Bruce and he left messages on his voice mail. The complainant alleges the carrier does not require drivers to log their loading or unloading time. The complainant alleges the drivers are not required to log their waiting time when their truck is being repaired. The complainant alleges he is unable to provide us with dates and trips of the logbook violations. The complainant alleges if a DOT officer

investigated the carrier he would noticed that the logbooks do not match the fuel tickets with the on duty, and off duty time. "Driver Fatigue and no breaks." The complainant alleges on 1/10/08 he transported load #40733917 from Baldwinsville, NY to South Bend, IN. The complainant alleges he contacted Jeremy Blum (Dispatcher) in regard to the FMCSA regulation #392.2 regarding break's and driver fatigue. The complaint alleges he believes Jeremy retaliated against him on 1/11/08 by pulling him off a load knowing he had a doctor's appointment for his diabetes medication. The complainant alleges Jeremy's reason for pulling him off the load was because he stated he could not complete the trip and inquired about the FMCSA regulation.

Additional Information:

"1/15/08 The complainant telephoned the hotline and stated he wanted to re-open his complaint. The complainant alleges he thought the carrier was going to stop the violations-ER." "1/14/08 The complainant returned the call and asked that the complaint be closed-EZ. Telephoned the complainant 2:23 pm to get additional information Im-NM."

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U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1325 J. Street, Suite 1540
Sacramento, CA 95814

Phone: (916) 930-2760
Fax: (916) 930-2778

RECEIVED
DEC 18 2007
US DOT MACTE
Madison, WI

December 12, 2007

(b)(3); (b)(7)(D)

This document is in response to your November 26, 2007, letter which we received via fax on November 26, 2007 and via mail on December 10, 2007, regarding Marten Transport, Ltd, of Mondovi, WI. Your letter has been referred to our Wisconsin Division office for processing since the company's principal place of business is located in Mondovi, WI.

Should you desire to contact them directly their address and phone numbers are:

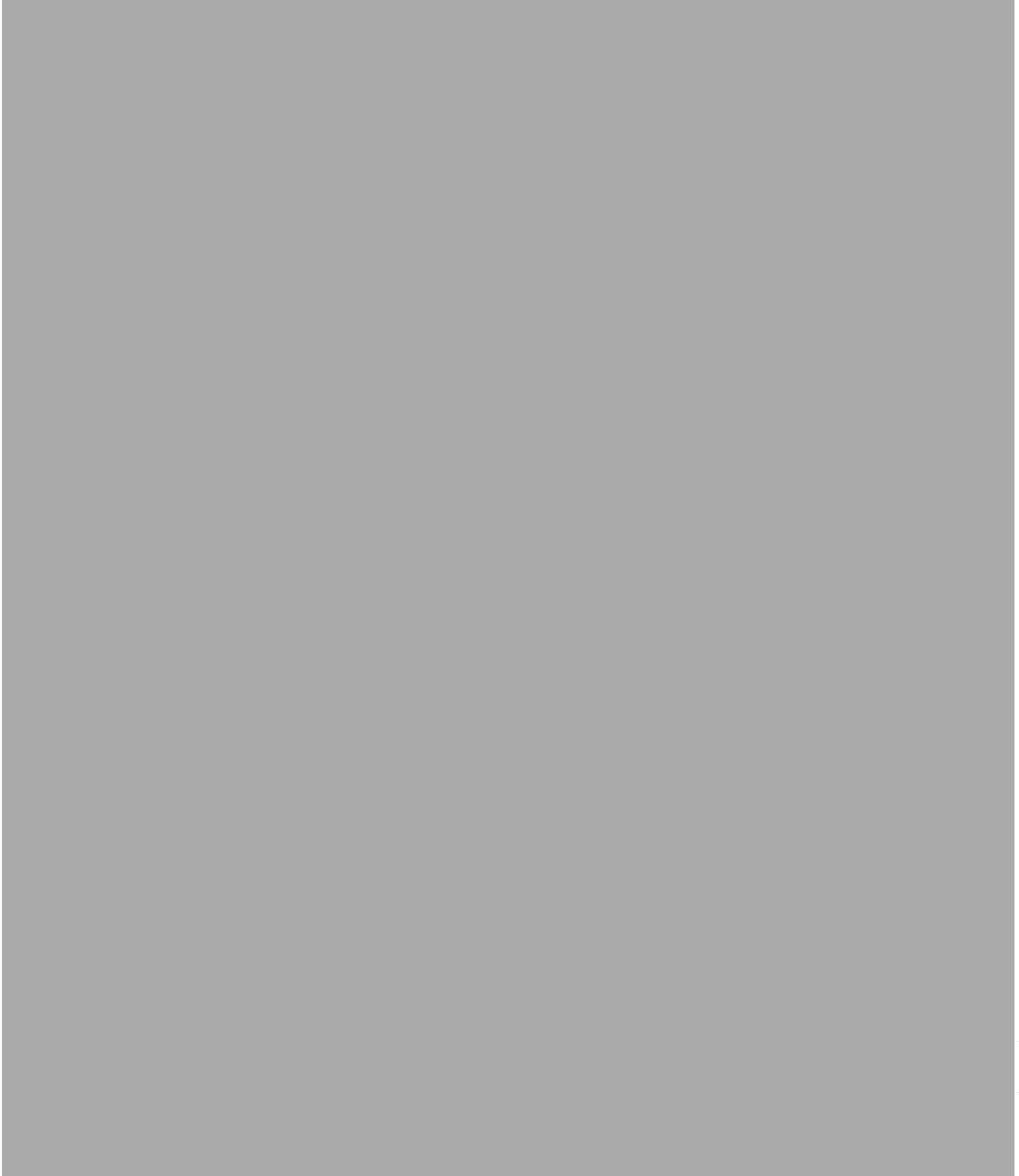
Federal Motor Carrier Safety Administration
567 D'Onofrio Dr, Suite 101
Highpoint Office Park
Madison, WI 53719
Phone: (608) 829-7530
Fax: (608) 829-7540

Sincerely,

Manny Dames
Federal Program Specialist

cc: FMCSA/WI/Division

(b)(3); (b)(7)(D)



(b)(3); (b)(7)(D)

(b)(3); (b)(7)(D)

TRANSMISSION VERIFICATION REPORT

TIME : 11/26/2007 18:45
NAME : TA 180 - SLIDELL
FAX : 9856491676
TEL : 9856439974
SER.# : 000L6J313201

RECEIVED

DEC 10 2007

DATE, TIME	11/26 18:43
FAX NO./NAME	19169302778
DURATION	00:01:38
PAGE(S)	03
RESULT	OK
MODE	STANDARD

FMCSA/SAC

(b)(3); (b)(7)(D)