HOT SHOT TRUCKING SUPPLEMENTAL

For hot shot carriers running pickups or medium-duty trucks with gooseneck or flatbed trailers on expedited, partial, and oilfield loads, with or without a CDL. Leased-on owner-operators also see CWCO-SUP-NTL, -BOBTAIL, and -UNLADEN. Complete with ACORD 125/127. Attach the vehicle and driver schedules, MVRs, any oilfield master service agreements, and five years of loss runs.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS IN BUSINESS

BUSINESS ADDRESS	CITY / STATE / ZIP	WEBSITE

Entity type:
☐ Sole proprietor ☐ LLC ☐ Corporation ☐ Partnership

PRIMARY CONTACT / TITLE	PHONE	EMAIL

USDOT NUMBER	MC NUMBER	DATE AUTHORITY GRANTED	GARAGING ZIP

2 OPERATIONS

TRUCK YEAR / MAKE / MODEL	GVWR (LB)	TRAILER TYPE / LENGTH	COMBINED GCWR (LB)	STATED VALUE ($)

DRIVER NAME	CDL? (Y/N)	YEARS DRIVING HOT SHOT	VIOLATIONS / ACCIDENTS (3 YRS)

Freight hauled (check all that apply):
☐ Oilfield equipment / pipe ☐ Construction equipment ☐ Machinery / parts ☐ Vehicles ☐ Building materials ☐ Agricultural ☐ Hazmat

ANNUAL MILES (ALL UNITS)	WITHIN 150 AIR MILES (%)	LOADS FROM BROKERS / LOAD BOARDS (%)	STATES OPERATED IN

2-1 Is the company leased onto another motor carrier's authority? ☐ Yes ☐ No
IF YES, EXPLAIN

3 EXPOSURE & RISK QUESTIONS — AUTHORITY, DRIVERS & HOURS

Below 26,001 lb, non-CDL hot shot drivers skip drug testing and — within 150 air miles — logs and ELDs. FreightWaves found 32 small carriers reporting 38 trucks but showing 6,082 vehicles in inspections, and a median policy life of 92 days.

3-1 Is any truck-and-trailer combination rated at 26,001 lb GCWR or more? ☐ Yes ☐ No
IF YES, EXPLAIN

3-2 If yes to 3-1, does every driver of that combination hold a CDL? ☐ Yes ☐ No
IF NO, EXPLAIN

3-3 Does every driver hold a current DOT medical card? ☐ Yes ☐ No
IF NO, EXPLAIN

This supplemental is an intake document. It does not replace any carrier application and affords no coverage.

3-4 Are all drivers enrolled in drug and alcohol testing? ☐ Yes ☐ No
IF NO, EXPLAIN

3-5 Are ELDs installed in every power unit? ☐ Yes ☐ No
IF NO, EXPLAIN

3-6 Do any drivers run more than 11 hours of driving in a day? ☐ Yes ☐ No
IF YES, EXPLAIN

3-7 Has the operating authority been active for less than 2 years? ☐ Yes ☐ No
IF YES, EXPLAIN

3-8 Has any truck or driver ever operated under another DOT number? ☐ Yes ☐ No
IF YES, EXPLAIN

3-9 Are MVRs pulled for every driver at hire and annually? ☐ Yes ☐ No
IF NO, EXPLAIN

3-10 Is the current safety rating satisfactory or unrated? ☐ Yes ☐ No
IF NO, EXPLAIN

4 EXPOSURE & RISK QUESTIONS — LOADS, SECUREMENT & OILFIELD CONTRACTS

In Texas, the insurance limits an oilfield hauler agrees to buy can set the ceiling on its indemnity — and two Fifth Circuit rulings treat the MSA minimum differently. Federal rules require securement to hold 0.8 g of forward force.

4-1 Does any load exceed the trailer's rated capacity? ☐ Yes ☐ No
IF YES, EXPLAIN

4-2 Are chains, straps, and binders inspected before every trip? ☐ Yes ☐ No
IF NO, EXPLAIN

4-3 Are oversize or overweight permits ever required? ☐ Yes ☐ No
IF YES, EXPLAIN

4-4 Are non-owned trailers ever pulled? ☐ Yes ☐ No
IF YES, EXPLAIN

4-5 Does the company haul under an oilfield master service agreement? ☐ Yes ☐ No
IF YES, EXPLAIN

4-6 If yes to 4-5, do the limits carried meet or exceed the MSA's required limits? ☐ Yes ☐ No
IF NO, EXPLAIN

4-7 Do drivers load or unload with their own equipment at customer sites? ☐ Yes ☐ No
IF YES, EXPLAIN

4-8 Are any loads valued over $100,000? ☐ Yes ☐ No
IF YES, EXPLAIN

5 PAYROLL, SALES & REVENUE

ANNUAL GROSS REVENUE ($)	OILFIELD REVENUE ($)	DRIVER PAYROLL ($)	1099 DRIVER PAYMENTS ($)

This supplemental is an intake document. It does not replace any carrier application and affords no coverage.

6 PRIOR INSURANCE & LOSS HISTORY

Attach currently valued loss runs for the last 5 years.

AUTO LIABILITY CARRIER / LIMIT	EXCESS / UMBRELLA LIMIT	CARGO LIMIT

DATE OF LOSS	DESCRIPTION	TOTAL INCURRED ($)	OPEN / CLOSED

6-1 Has any unit had an at-fault crash, load shift, or lost load in the past 3 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-2 Has a policy been cancelled for non-payment or underwriting reasons in the past 3 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-3 Has any carrier declined, cancelled, or non-renewed coverage for this operation in the past 5 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-4 Is the applicant aware of any incident or circumstance that could give rise to a claim? ☐ Yes ☐ No
IF YES, EXPLAIN

7 RISK MANAGEMENT & SAFETY

7-1 Is there a written driver safety and securement policy signed by every driver? ☐ Yes ☐ No
IF NO, EXPLAIN

7-2 Are trucks and trailers inspected and the results logged before every trip? ☐ Yes ☐ No
IF NO, EXPLAIN

7-3 Are dash cameras installed in every truck? ☐ Yes ☐ No
IF NO, EXPLAIN

8 SIGNATURE & FRAUD WARNING

The undersigned declares that the statements and answers given in this supplemental are true, complete and correct to the best of their knowledge, and that no material fact has been withheld or misstated. The applicant agrees that this supplemental, together with all ACORD applications and attachments, forms the basis of any submission to insurers and may be relied upon by them. Signing this supplemental does not bind coverage. This supplemental is an intake document prepared by Cory Washington & Co. LLC to support carrier submission; it does not itself provide coverage.

FRAUD NOTICE: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false information, or conceals for the purpose of misleading information concerning any fact material thereto, may be committing a fraudulent insurance act, which is a crime and may subject such person to criminal and civil penalties. State-specific fraud warnings appear on the insurer's application.

APPLICANT / AUTHORIZED SIGNATURE (TYPE FULL NAME)	TITLE	DATE

PRODUCER — CORY WASHINGTON & CO. LLC	PRODUCER SIGNATURE (TYPE FULL NAME)	DATE