Life Cycle of an Inspection

Lt. Ken Roberts, CVS
Susan Y. Morales-Cerritos, FMCSA
**DRIVER/VEHICLE EXAMINATION REPORT**

**CHP 4970343**-
California Highway Patrol
GETH 11th Street
Sacramento, CA 95811
Commercial Vehicle Section CVS (916) 442-3409

**KENTS OIL SERVICE INC**
PO BOX 8920
STOCKTON, CA 95205-1010

**UDBOTA:** 20077181
**Phone#:** (209) 593-4752
**FAX:** 2099661

**State:** CA
**Date of Birth:** 11/02/1994

**Driver: COLEMAN, LANCE**
**License#:** C1968120

**Location:** ANTIOCH SCALES
**MilePost:** SACRAMENTO, CA
**County:** SACRAMENTO, CA
**Destination:** FINN VALLEY, CA

**VEHICLE IDENTIFICATION**

<table>
<thead>
<tr>
<th>Unit Type Make</th>
<th>Year State</th>
<th>Plate #</th>
<th>Equipment ID</th>
<th>VIN</th>
<th>GVWR</th>
<th>CSA #:</th>
<th>CSS #:</th>
<th>CGS #:</th>
<th>Sticker</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ST FORD 2000 CA</td>
<td>9C80968</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 ST FORD 2000 CA</td>
<td>48C8096</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BRAKE ADJUSTMENTS**

<table>
<thead>
<tr>
<th>Axle #</th>
<th>Right</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/4</td>
<td>3/4</td>
</tr>
<tr>
<td>2</td>
<td>3/4</td>
<td>3/4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Chassis</th>
<th>3/4</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Violations Discorvered</th>
<th>Hazardous condition of vehicle immediate hazard.</th>
</tr>
</thead>
</table>

**VIOLATIONS**

<table>
<thead>
<tr>
<th>Section</th>
<th>Type</th>
<th>Unit</th>
<th>CDS</th>
<th>Citation</th>
<th>Verify</th>
<th>Crash</th>
<th>Violations Discorvered</th>
</tr>
</thead>
<tbody>
<tr>
<td>34000</td>
<td>VC-1</td>
<td>2</td>
<td>N</td>
<td>C1968120</td>
<td>N</td>
<td>N</td>
<td>Hazardous condition of vehicle immediate hazard.</td>
</tr>
<tr>
<td>60000</td>
<td>YG-2</td>
<td>2</td>
<td>N</td>
<td>G1239967</td>
<td>N</td>
<td>N</td>
<td>Hazardous condition of vehicle immediate hazard.</td>
</tr>
</tbody>
</table>

**Special Checks:** No HT Transported

**State Information:**

**Regulated Vehicle:** Yes, Pre-Clearance Vehicle: No, Responsible Person: ERIC HICKS, Address: PO BOX 8920, City St Zip: STOCKTON, CA 95205, Officer: ID: 19758, Type: 361, Ch: 1, G1968120:

**In case of a violation contact the Client:**

**Signature Of Driver:**

**Date:**

**Copy Received By:**

**Date:**

**Page of 1**
**Driver/Vehicle Examination Report**

**CHP 407F/343A-Aspen**
California Highway Patrol
601 North 7th Street
Sacramento, CA 95811
Commercial Vehicle Section CVS (916) 843-3400

**Report Number:** CA38QZ000547
**Inspection Date:** 07/10/2012
**Start:** 11:37:53 AM PT  **End:** 12:01:20 PM PT
**Inspection Level:** I - Full
**HM Inspection Type:** None

**KENT'S OIL SERVICE INC**
PO BOX 6930
STOCKTON, CA 95206-1040
**USDOT#:** 06977451
**Phone#:** (209) 463-4762
**MC/MX#:** 383861
**Fax#:**

**Driver:** COLEMAN, LANCE
**License#:** C196023  **State:** CA
**Date of Birth:** 11/22/1964
**CoDriver:**
**License#:**
**State:**
**Date of Birth:**

**Location:** ANTELOPE SCALES
**Highway:** I-80
**County:** SACRAMENTO, CA

**MilePost:**
**Shipper:**
**Origin:** SACRAMENTO, CA
**Destination:** PENN VALEY, CA
**Bill of Lading:**
**Cargo:**

---

**Vehicle Identification**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Make</th>
<th>Year</th>
<th>State</th>
<th>Plate #</th>
<th>Equipment ID</th>
<th>VIN</th>
<th>GVWR</th>
<th>CVSA</th>
<th>CVSA Issued</th>
<th>OOS Sticker</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>FORD</td>
<td>2000</td>
<td>CA</td>
<td>SE558368</td>
<td>2NPLH7X26M660820</td>
<td>17360456</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>BEAL</td>
<td>1984</td>
<td>CA</td>
<td>4BC6096</td>
<td>1BN1T1921EP162670</td>
<td></td>
<td></td>
<td></td>
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**Brake Adjustments**

<table>
<thead>
<tr>
<th>Axle #</th>
<th>Right</th>
<th>Chamber</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/4</td>
<td>C-30</td>
</tr>
<tr>
<td>2</td>
<td>7/8</td>
<td>C-30</td>
</tr>
<tr>
<td></td>
<td>1 1/8</td>
<td>C-30</td>
</tr>
<tr>
<td></td>
<td>1 1/4</td>
<td>C-30</td>
</tr>
</tbody>
</table>

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**Violations**

<table>
<thead>
<tr>
<th>Section</th>
<th>Type</th>
<th>Unit</th>
<th>OOS</th>
<th>Citation #</th>
<th>Verify</th>
<th>Crash</th>
<th>Violations Discovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>24002(a)</td>
<td>VC</td>
<td>S</td>
<td>00</td>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
<td>Unsafe condition of vehicle immediate hazard. V-2, Axle 1, Right side trailer cracked through old welds approx. five inches above front of the turntable. No copy of registration with vehicle</td>
</tr>
<tr>
<td>4454(a)</td>
<td>VC</td>
<td>2</td>
<td>00</td>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**HazMat:** No HM Transported.
**Placard:** No  **Cargo Tank:**
**Special Checks:** No Data for Special Checks.
### BRAKE ADJUSTMENTS

<table>
<thead>
<tr>
<th>Axle #</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>3/4</td>
<td>7/8</td>
<td>1 1/8</td>
<td>1 1/4</td>
</tr>
<tr>
<td>Left</td>
<td>3/4</td>
<td>7/8</td>
<td>3/4</td>
<td>1 1/4</td>
</tr>
<tr>
<td>Chamber</td>
<td>C-30</td>
<td>C-30</td>
<td>C-30</td>
<td>C-30</td>
</tr>
</tbody>
</table>

### VIOLATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Type</th>
<th>Unit</th>
<th>OOS</th>
<th>Citation #</th>
<th>Verify</th>
<th>Crash</th>
<th>Violations Discovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>24002(a)</td>
<td>VC/00$</td>
<td>2</td>
<td>N</td>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
<td>Unsafe condition of vehicle immediate hazard. V-2. Axle 1. Right side trailer cracked through old welds approx. five inches above front of the turntable.</td>
</tr>
<tr>
<td>4454(a)</td>
<td>VC</td>
<td>S</td>
<td>2</td>
<td>N</td>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

HazMat: No HM Transported. Placard: No Cargo Tank: No

Special Checks: No Data for Special Checks.

State Information:
Beat/Sub Area: 881; Regulated Vehicle: Y; Pre-Cleared Vehicle: N; Responsible Person: ERIC HICKS; Address: P.O. BOX 6930; City St Zip: STOCKTON CA 95205; Officer ID1: 16758; Type1: 281; Cit-1: CJ008967;

This copy of the report is for your information. Carriers are required to take corrective actions for all defects noted. DO NOT return this form to the California Highway Patrol. See the reverse side of this form or the attached sheet for additional instructions. NOTE: If a citation was issued, you MUST follow the instructions listed on the citation.

Signature Of Motor Carrier X: __________________________

Report Prepared By: L. Ward

Copies Received By:
LANCE COLEMAN

Page 1 of 1

Safety, Service and Security An Internationally Accredited Agency
<table>
<thead>
<tr>
<th>Registration Number</th>
<th>Unsafe Condition</th>
<th>Cargo Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>CJ008967</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

**Special Checks.**

Vehicle: Y; Pre-Cleared Vehicle: N; Responsible Person: ERIC HICKS; Address: P.O. BOX 6930; Cit-1: CJ008967;

**NOTE:** Carriers are required to take corrective actions for all defects noted. **DO NOT** return this form to the California Highway Patrol. 

**NOTE:** If a citation was issued, you MUST follow the instructions listed on the citation.

Title: ___________________________ Date: ___________________________
One week of mail
**NOTICE TO APPEAR CHP 215**

- Original / Court Copy (pink)
- Driver or Owner Copy (Yellow)
NOTICE TO APPEAR
CHP 215

- Court Document
- Every Citation is Numbered
- Owners Responsibility
- Correctable / Non-Correctable
- Driving or Equipment Violations
- Area Number
- Court Information
NOTICE TO APPEAR

CHP 215

Pay the Fine
Appearing in Court
Correct the Violation
Trial by Written Declaration

OURtesy Notice
NOTICE TO CORRECT
CHP 281

Not a Court Document (CHP ONLY)
No Fee

Must be Returned Within 30 Days

Also Numbered

California Highway Patrol
Commercial Vehicle Section

Safety, Service and Security
An Internationally Accredited Agency
NOTICE TO CORRECT

CHP 281

Must be signed by law enforcement or a certified inspection station

Unreturned 281s may become notices to appear (CHP 215)

Many 281 are signed - off and returned prior to leaving the facility
Internet Websites

California Uniform Bail Schedule

- Look for county specific schedule

California Courts Locater

- www.courts.ca.gov
- www.courtinfo.ca.gov/courts/find.htm
Common Questions about 407

A 407 is not a citation

Do not mail a copy of the inspection back to the CHP, it is for your company’s records

Contact scale facility or CHP Division where the inspection was conducted for any specific questions
CHP 407 QUESTIONS CONTINUED

CHP 215s (Notice To Appear) are processed through the county court system. The CHP does not set the fine amounts.

CHP 281s (Notice to Correct) are written forms the CHP uses to track and correct specific violations. The 281 is handled by the CHP at the scale facility or the office it was issued from. *
Questions???

California Highway Patrol
Commercial Vehicle Section

Lieutenant Ken Roberts, CVS
Continuation.... Lifecycle of Inspection in FMCSA/USDOT

Ontario, CA
September 18\textsuperscript{th} 2012
What is our MISSION?

- The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses.
- AND…
My job

- Keep us all informed of what we can all do to make sure the Mission becomes everyone's Mission!
AVOID!! AT ALL COST!!!
How federal databases track the information and how the data is used?
The Roadside Inspection Violation Lifecycle

- From its discovery during a roadside inspection;

- Example: brake
**Roadside Inspection**

**DRIVER/VEHICLE EXAMINATION REPORT**

<table>
<thead>
<tr>
<th>Tennessee Department of Safety</th>
<th>Report Number: TN2012001234567</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Vehicle Division</td>
<td>Inspection Date: 12/12/2011</td>
</tr>
<tr>
<td>1150 Foster Avenue</td>
<td>Start: 1:30 PM ET</td>
</tr>
<tr>
<td>Nashville, TN 37243</td>
<td>End: 02:17 PM ET</td>
</tr>
<tr>
<td>Phone: (615)743-4990</td>
<td>Inspection Level: I - Full</td>
</tr>
<tr>
<td>Fax: (615)253-2278</td>
<td>HM Inspection Type: None</td>
</tr>
</tbody>
</table>

**DENNIS THE MENISE**

| 5685 BLUE SPRINGS ROAD        | Driver: JOE                   |
| SWEETWATER, TN 37874           | License#: 123456789           |
| USDOT#: 0654321                | State: TN                     |
| Phone#: (865)213-4247          | Date of Birth: 11/06/1962     |
| Fax#:                          | CoDriver:                     |
| State#:                        | Date of Birth:                |

**Location:** THP 1 I-40 KNOXVILLE SCALES  
**Highway:** I-40 Knoxville Scales  
**County:** KNOX, TN  
**MilePost:** 372  
**Origin:** DANDRIDGE, TN  
**Shipper:**  
**Destination:** SWEETWATER, TN  
**Bill of Lading:**  
**Cargo:** EMPTY

**VEHICLE IDENTIFICATION**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Type</th>
<th>Make</th>
<th>Year</th>
<th>State</th>
<th>Plate #</th>
<th>Equipment ID</th>
<th>Vin #</th>
<th>GVWR</th>
<th>CVSA #</th>
<th>New CVSA #</th>
<th>OOS#</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TT</td>
<td>PTRB</td>
<td>1998</td>
<td>TN</td>
<td>R365HZ</td>
<td>21</td>
<td>1XP5DB9X6WN454060</td>
<td>52000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>ST</td>
<td>TRLK</td>
<td>2008</td>
<td>TN</td>
<td>U244897</td>
<td>21</td>
<td>1TKFA392X8B033407</td>
<td>65000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Once roadside inspections are Uploaded to SafetyNet...

- **What is safetynet? Where is safetynet?**
  - Safetynet is a tracking system in FMCSA/USDOT where all inspections are stored for a 24 month period.
  - The data is distribute to several system where we/you will be able to view carriers information to help and do our part in accomplishing the mission of the agency “SAFE OUR FAMILY”
1. Safety Measurement System (SMS)

SMS is FMCSA’s workload prioritization tool that:

• Uses State-reported crash records, all roadside inspection safety-based violations and certain violations found during inspections to identify carriers for interventions
  – Previous system used only out-of-service and certain moving violations

• Uses 24 months of data; recent events are weighted more heavily than older ones

• Assigns severity weights to violations based on relationship to crash risk
Elevated Importance of the Roadside Inspection Violations

- New SMS was designed to elevate the importance of all roadside inspection results—good and bad
- Motor carrier and public attention to what is being documented on every single inspection is clearly at an all time high
- SMS public website received over 25 million “hits” from enforcement, motor carriers, shippers, insurers and general public in first year
Behavior Analysis Safety Improvement Categories (BASICs)

- Unsafe Driving (Parts 392 & 397)
- Fatigued Driving (Hours-of-Service) (Parts 392 & 395)
- Driver Fitness (Parts 383 & 391)
- Controlled Substances/Alcohol (Parts 382 & 392)
- Vehicle Maintenance (Parts 393 & 396)
- Cargo–Related (Parts 392, 393, 397 & HM)
- Crash Indicator
All Violations Count

- Roadside inspections are conducted in accordance with the North American Standard Driver/Vehicle Inspection Levels.

- This means that roadside inspections and results, GOOD and BAD are more important than ever and have a greater impact on roadway safety.
SMS Screenshots

The following slides provide examples of SMS results and data
## Carrier SMS Results

### BASICs Overview

*(Based on a 24-month record ending March 25, 2011)*

<table>
<thead>
<tr>
<th>BASIC</th>
<th>Performance</th>
<th>Investigation</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unsafe Driving</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatigued Driving (HOS)</td>
<td>99%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver Fitness</td>
<td>97%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Controlled Substances</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alcohol</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>89.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo-Related</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crash Indicator</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PERFORMANCE

- On-Road: Inconclusive
- Investigation: Not Available
- Status: Not Available
Carrier SMS Results (cont.)

<table>
<thead>
<tr>
<th>BASICs Overview</th>
<th>PERFORMANCE</th>
<th>BASICs Status</th>
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</thead>
<tbody>
<tr>
<td>Unsafe Driving</td>
<td>On-Road</td>
<td>Investigation</td>
</tr>
<tr>
<td>Fatigued Driving (Hours-of-Service)</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Driver Fitness</td>
<td>97%</td>
<td></td>
</tr>
<tr>
<td>Controlled Substances and Alcohol</td>
<td>No Violations</td>
<td></td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>89.4%</td>
<td></td>
</tr>
<tr>
<td>Cargo-Related</td>
<td>Not Available</td>
<td></td>
</tr>
<tr>
<td>Crash Indicator</td>
<td>Not Available</td>
<td></td>
</tr>
</tbody>
</table>

---

Select a BASIC below to view details.

*ABC Trucking*

DOT#: 000000

SMS Methodology
Further Drilldown in SMS

<table>
<thead>
<tr>
<th>Violation</th>
<th>Description</th>
<th># Total Violations</th>
<th># OOS Violations</th>
<th>Violation Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>383.23(a)x2</td>
<td>Operating a CMV without a CDL</td>
<td>2</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>393.51(a)</td>
<td>Driving a CMV (CDL) while disqualified</td>
<td>4</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>391.11(b)x5</td>
<td>Driver lacking valid license for type vehicle being operated</td>
<td>1</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>391.41(a)</td>
<td>Driver not in possession of medical certificate</td>
<td>7</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>391.45(b)</td>
<td>Expired medical examiner’s certificate</td>
<td>8</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Displaying 1 - 5 of 5 Violations
<table>
<thead>
<tr>
<th>Inspection Date</th>
<th>#</th>
<th>ST</th>
<th>Plate #</th>
<th>Lic ST</th>
<th>Type</th>
<th>Severity Weight (A)</th>
<th>Time Weight (B)</th>
<th>Time Severity Weight (AxB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/8/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Straight Truck</td>
<td>10</td>
<td>3</td>
<td>30</td>
</tr>
<tr>
<td>9/21/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Truck Tractor</td>
<td>10</td>
<td>3</td>
<td>30</td>
</tr>
<tr>
<td>8/24/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Truck Tractor</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>7/21/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Straight Truck</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>7/14/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Truck Tractor</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>7/13/2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Truck Tractor</td>
<td>1</td>
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<tr>
<td>6/9/2010</td>
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<td></td>
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<td>Truck Tractor</td>
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<tr>
<td>6/8/2010</td>
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<td></td>
<td></td>
<td></td>
<td>Straight Truck</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

Violation: 383.51(a) Driving a CMV (CDL) while disqualified (OOS)
Violation: 383.23(a)(2) Operating a CMV without a CDL (OOS)
Violation: 391.41(a) Driver not in possession of medical certificate (Non-OOS)
Violation: 391.45(b) Expired medical examiner's certificate (Non-OOS)
What About Individual Drivers?
Individual Drivers FAQs

- Is FMCSA assigning safety ratings to individual CMV drivers?
  - No
- What is the Driver Safety Measurement System (DSMS)?
  - Internal enforcement tool used during motor carrier investigations
  - Results not available to employing motor carriers or public
Individual Driver FAQs

- **What is the Pre-Employment Screening Program (PSP)?**
  - Mandated by Congress irrespective of CSA 2010 effort
  - Screening tool that allows motor carriers and drivers to purchase inspection and crash history
    - 5 years crashes, 3 years inspections
    - No rating or DOT assessment
  - Requires driver consent

- **Does a driver’s violation history at a previous employer impact a carriers Safety Measurement System (SMS) evaluation?**
  - No
The Roadside Inspection Violation Lifecycle

- Pre-Employment Screening Program (PSP) for the driver
## Driver Information

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>License #</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>LASTNAME1085720</td>
<td>ALLEN</td>
<td>LICENSE930185</td>
<td>GA</td>
</tr>
</tbody>
</table>

## Crash Activity (5 year history from MCMIS snapshot date)

### Crash Summary

<table>
<thead>
<tr>
<th># of Crashes</th>
<th># of Crashes with Fatalities</th>
<th># of Crashes with Injuries</th>
<th># of Towaways</th>
<th># of Fatalities</th>
<th># of Injuries</th>
<th># of Hazmat Releases</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

### Crash Details

<table>
<thead>
<tr>
<th>Date</th>
<th>DOT #</th>
<th>Carrier Name</th>
<th>Driver Name</th>
<th>Driver Lic</th>
<th>State</th>
<th>Driver DOB</th>
<th>Rpt St</th>
<th>Report Number</th>
<th>Location</th>
<th># Fatalities</th>
<th># Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/13/2009</td>
<td>2845720</td>
<td>Last Name 1085720, ALLEN</td>
<td>LICENSE930185</td>
<td>GA</td>
<td>08/20/1973</td>
<td>GA</td>
<td>GA0508048001</td>
<td>GA 11</td>
<td>0</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>01/23/2008</td>
<td>1809698</td>
<td>Last Name 1085720, ALLEN</td>
<td>LICENSE930185</td>
<td>GA</td>
<td>08/20/1973</td>
<td>GA</td>
<td>GA8032014401</td>
<td>I 285 SB</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
## PSP Detailed Report

**Federal Motor Carrier Safety Administration**

### Driver Information

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>License #</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>LASTNAME 1085720</td>
<td>ALLEN</td>
<td>LICENSE930195</td>
<td>GA</td>
</tr>
</tbody>
</table>

### Inspection Activity (3 year history from MCMIS snapshot date)

### Inspection Summary

<table>
<thead>
<tr>
<th>Driver Summary</th>
<th>Vehicle Summary</th>
<th>Hazmat Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver Inspections:</td>
<td>7 Vehicle Inspections:</td>
<td>4 Hazmat Inspections</td>
</tr>
<tr>
<td>Driver Out-of-service Inspections:</td>
<td>1 Vehicle Out-of-service Inspections:</td>
<td>0 Hazmat Out-of-service Inspections:</td>
</tr>
<tr>
<td>Driver Out-of-service Rate:</td>
<td>14% Vehicle Out-of-service Rate:</td>
<td>0% Hazmat Out-of-service Rate:</td>
</tr>
</tbody>
</table>

MCMIS snapshot date: 12/01/2010
## Violation Summary

<table>
<thead>
<tr>
<th>Violation #</th>
<th>Description</th>
<th># of Violations</th>
<th># of Out-of-service Violations</th>
</tr>
</thead>
<tbody>
<tr>
<td>395.3(a)(1)</td>
<td>11 hour rule violation (Property)</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>395.3(a)(2)</td>
<td>14 hour rule violation (Property)</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>395.8</td>
<td>Log violation (general form and manner)</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

The summary counts and rates do not include violations that were a result of the crash. The summary counts and rates for the co-driver only include violations that were charged to the co-driver. Summary counts and rates for the primary driver do not include violations charged to the co-driver.
CSA Elements

1. **Safety Measurement System**
   - Carriers – 24 months of carrier on-road performance
   - Drivers – 36 months of driver on-road performance

2. **Intervention Tools**

3. **Safety Rating**

4. **Information Technology**
BASICs

Behavioral Analysis & Safety Improvement Categories

- Unsafe Driving (Parts 392 & 397)
- Fatigued Driving (HOS) (Parts 392 & 395)
- Driver Fitness (Parts 383 & 391)
- Controlled Substances/Alcohol (Part 392)
- Vehicle Maintenance (Parts 393 & 396)
- Cargo Related (Parts 392, 393, 397 & HM Violations)
- Crash Indicator
CSA Progressive Intervention Tools

- **Safety Measurement Basic Scores**
- **Targeted Roadside Inspection**
- **Warning Letter**
- **Investigation Interventions**
  - Offsite
  - Focused Onsite
  - Comprehensive Onsite
- **Follow-on Interventions**
  - CSP
  - NOV
  - NOC/OOS

**Increasing Severity**
Warning Letter

Month, date, year

In reply, refer to:
US DOT Number: [DOT NUMBER]
PIN: [Carrier PIN]

[Carrier Name]
[Carrier Address]
[Carrier Address]

Dear Motor Carrier:

A review of your company’s motor carrier safety data suggests the performance of [Carrier Name] to be unacceptable in the area(s) of [Failed BASICs List]. Your company’s safety record shows a lack of compliance with motor carrier safety rules and regulations. The purpose of this letter is to inform you of your company’s current safety deficiencies, explain how you can view your safety record, correct if it contains erroneous data and describe what actions may be taken in the future if your safety performance does not improve.

This review was based on the roadside inspection and crash performance of [Carrier Name]. Based upon this review, the Federal Motor Carrier Safety Administration (FMCSA) has opened a case file regarding your company and will continue to assess the regulatory compliance of [Carrier Name]. Your performance will also be evaluated via roadside inspections that focus on the deficient area(s). Failure to improve your company’s safety performance will result in further investigation of your safety management practices, which may include requests for additional data through offsite or onsite investigations.

You are encouraged to review your company’s record at the following website: TBD. This website also contains instructions for requesting corrections to information that you believe to be incorrect. If you have difficulties accessing the web site, please call (XXX) XXX-XXXX.

We urge you to take seriously this warning letter, and we are confident that you will take appropriate steps to improve your safety record. However, if we see continued poor safety performance by your company, there may be future enforcement actions taken against your company.

You can find information about motor carrier safety rules and regulations on the FMCSA website: http://www.fmcsa.dot.gov. If you have additional questions regarding this matter, please call our division office for your state of domicile at [Division Office Phone number].

Sincerely,

John Van Steenburg
Director, Office of Enforcement and Compliance
BASICs Requiring Investigation

- Any BASIC exceeding the threshold (percentile)
  OR
- Any BASIC with a Serious Violation on the most recent investigation
  OR
- BASICs associated with a complaint*

*Unless already investigated within the last 12 months and recent performance indicates no issue
Comprehensive or Focused Investigation?

- **Comprehensive Investigation Required**
  - 4 or more BASICs requiring investigation
  - Mandatory New Entrants
  - Passenger carriers > 12 months since investigation
  - HM Safety Permit without Satisfactory Fitness Rating
  - Unsatisfactory Fitness Rating issued prior to 2001

- **Focused Investigation Required**
  - 1 or 2 BASICs requiring investigation

- **At Division Discretion**
  - 3 BASICs requiring investigation (recommended Focused)
  - At or above threshold in Crash BASIC only
CSA Carrier Investigations

- Shifting from 1 CR to 3 Investigation Options
  - Offsite
  - Focused Onsite
  - Comprehensive Onsite
- Staying focused on above threshold BASICs
- Managing multiple investigations open at once
Driver Emphasis

- Red Flag violations
  - Highlighted to investigators
  - Must document investigative outcome

- Use Driver Safety Measurement System (DSMS) results for sampling selection
An onsite in-depth examination of a carrier’s recent reportable crash events

Concentrates on drivers and vehicles involved in crashes

CBI Crash Analysis Toolkit
SAFER Database

- SAFER uses carrier information from existing government motor carrier safety data bases. Presently, it consists of interstate carrier data and several states' intrastate data, and interstate vehicle registration data. Operational data such as inspections and crashes are generally only presented for interstate carriers, but plans are to include them for the intrastate carriers at a later time.
The SAFER system includes the capability to provide carrier, vehicle, and driver safety and credential information to fixed and mobile roadside inspection stations and SAFETYNET installations. This information allows the roadside inspector to select vehicles and/or drivers for inspection based on the number of prior carrier inspections, as well as carrier, vehicle, and driver safety and credential historical information.

The SAFER system supports electronic screening of commercial vehicles in order to allow Law Enforcement personnel to focus their efforts on vehicles most likely to fail inspection.
Welcome to the Motor Carrier Safety Measurement System (SMS).

What is SMS?
The Motor Carrier Safety Measurement System (SMS) is a system that uses data on a carrier's performance to help identify trends and improvements.

Learn more in the FAQs.

Learn about the benefits of SMS.

See where you stand.
Review your SMS results and take action to make the roads safer for everyone.

Motor Carrier Login
Click Here to log in and view your data.

MC# [blank]
USDOT# [blank]

Advanced Search

SMS Monthly Results:
(Based on a 24-month record ending December 17, 2010)

receiving a warning letter?
A warning letter provides Motor Carriers with early notification of potential safety performance issues. Carriers should
Company Snapshot

The Company Snapshot is a concise electronic record of a company's identification, size, commodity information, and safety record, including the safety rating (if any), a roadside out-of-service inspection summary, and crash information. The Company Snapshot is available via an ad-hoc query (one carrier at a time) free of charge.

Search Criteria

Users can search by DOT Number, MC/MX Number or Company Name.

- [ ] USDOT Number
- [ ] MC/MX Number
- [ ] Name

Enter Value: 

Search
Company Snap shot

- General information
  - Legal name
  - Address
  - Telephone numbers
  - USDOT#, MX and MC
  - Operation Classification (Private, for hire)
  - Carrier Operation (Interstate/Intrastate)
  - Cargo Carried

- Number of inspections
- Crashes including # of injuries, fatalities and tow-aways.
- **Safety Rating** if available
Licensing and Insurance Public
Licensing & Insurance


- Current Authority Status
  - Active
  - Revoke
  - Private
  - For Hire (property)
  - Passenger
  - Household Goods
  - Enterprise

- Authority History

- Revocations

- Insurance information:
  - Insurance type
  - Insurance Required
  - Insurance on file
  - Active/Pending Insurance
  - Rejected Insurance
  - Insurance History

- Passenger Carrier
  - $1,500,000.00 up to $5,000,000.00

- General Freight
  - $750,000.00

- Hazardous Materials
  - Depending on the Type of Hazardous Materials they will be transporting
  - $1,000,000 up to 5,000,000.00
SAFER

- FMCSA Services
  - FMCSA Registration & Updates
  - Company Safety Profile
  - Company Safety Profile Subscription
  - Online Fine Payment
  - MCMIS Data Dissemination Catalog
- SAFER Information
  - About SAFER
  - SAFER News
  - Company Snapshot Updates
  - Frequently Asked Questions

- FMCSA Searches
  - Company Snapshot
  - Analysis & Information (A&I) Online
  - Licensing & Insurance
  - Orders to Cease Operation (OCO)/Out of Service Orders (OSO)
  - Cargo Tank
  - Crash Rate & Inspection Out of Service (OOS) Rates for Hazardous Materials Safety Permit Program
Where can we get the data?

The public has access to this information via the following websites:


Access to these website can be obtained through our main web page: [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)
Other FMCSA Web Sites

- FMCSA Registration Forms
- Unified Carrier Registration (UCR)
- Shipper Verification of Carrier Hazardous Material Safety Permit (HMSP)

- FMCSA Home Page
- DataQs
- FMCSA Information Systems
- National HM Route Registry
- ITS CVISN
- FMCSA Portal
Thank you

Be Safe Out On The Road!