

# Roadside Inspections

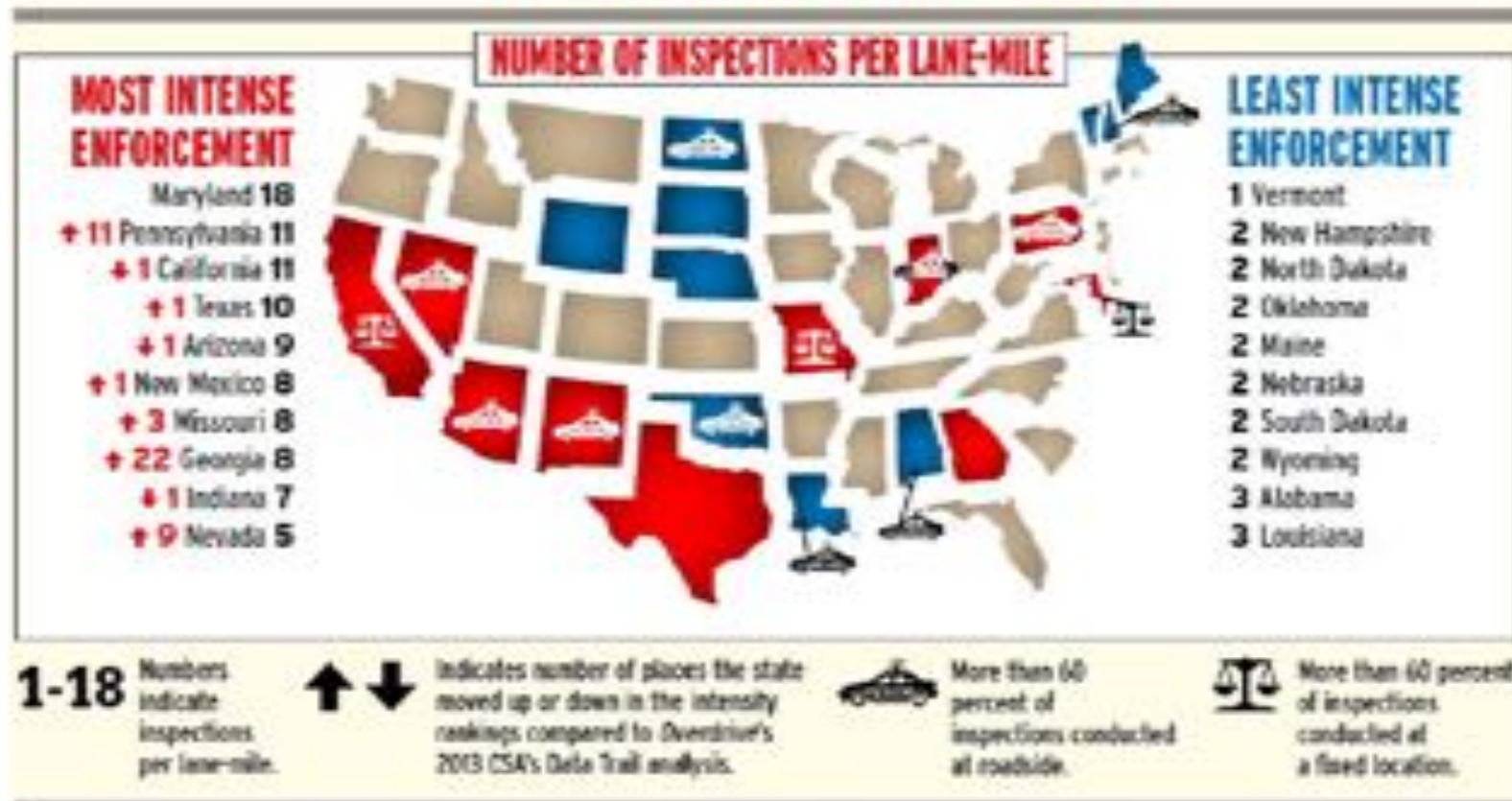


Presented by  
Joseph A. Zito Jr.



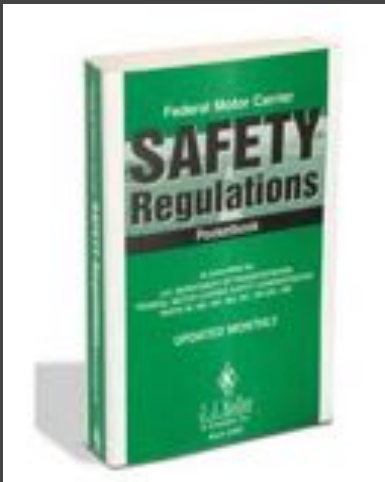
ed in 2013 by conducting more origin/destination motor coach inspections than any other state in the country.

Across the board, Pennsylvania's MCSAP is performing at a very high level when compared to that of other states, and your collective efforts are drawing the attention of high-level officials with both the FMCSA and Commercial Vehicle Safety Alliance. Please keep up the great work, and I have no doubt that your dedication and professionalism are saving lives on our highways.

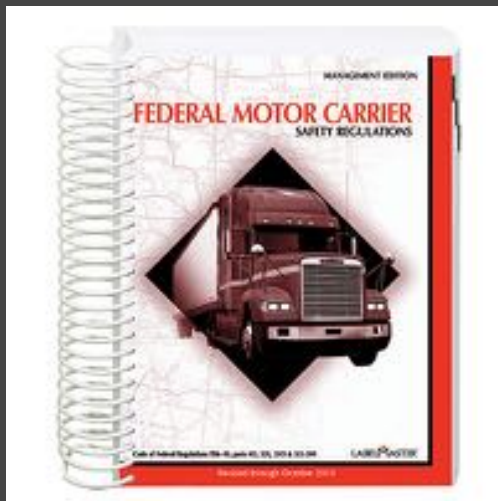


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[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)



# Roadside Inspections

Pennsylvania State Police  
Commercial Vehicle Safety Section  
20th and Herr Streets  
Harrisburg, PA 17120  
Phone: (717)346-7347 Fax: (717)772-1558

DRIVER/VEHICLE EXAMINATION REPORT  
Report Number:  
Inspection Date: 12/05/2005  
Start Time: 10:10 AM End Time: 10:50 AM  
Insp. Level: 1-Full, No HM Insp.

USDOT#: \_\_\_\_\_ Phone#: \_\_\_\_\_  
MC/MX#: \_\_\_\_\_ Fax#: \_\_\_\_\_  
State#: \_\_\_\_\_  
Location: RT. 100 UWCHLAN TWSP.  
Highway: RT. 100  
County: CHESTER, PA

Driver: \_\_\_\_\_ State: NJ  
License#: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_  
CoDriver: \_\_\_\_\_  
License#: \_\_\_\_\_ State: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_  
MilePost: \_\_\_\_\_ Shipper: US COMPONENTS INC.  
Origin: BERLIN, NJ Bill of Lading: 200513706  
Destination: EAGLE, PA Cargo: LUMBER

#### VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	License #	Company #	Vin #	GVWR	CVSA #	OOS#
1	TT	STER	2005	NJ		60006				
2	ST	UNK		NJ		T81				

#### BRAKE ADJUSTMENTS

Axe #	1	2	3	4
Right	1 1/4	1 1/4	1 1/4	2 1/4
Left	1 1/4	1 1/4	1 1/4	1 1/4
Chamber	C-20	C-30	C-30	C-30

#### VIOLATIONS

Section Code	St	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
396.3(a)(1)		2	Y		U	N	Last axle..right side....brake requires adjustment...
396.3(a)(1)		2	Y		U	N	Air hose...(brake..last axle..left side chamber)...worn down to the metal cord...needs replacement...
393.75(a)		2	Y	B117911	U	N	Last axle..left side....inner tire..inner sidewall....2 cuts..deep..exposing cord....needs replacement...
396.3(a)(1)		1	N		N	N	1st axle..left side..lower mounting to shock absorber..bushings worn...
393.104(b)		2	Y		U	N	Damaged securement system..tie down..1..frayed/out....needs replacement....

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: No Data for Special Checks.

\* Pursuant to Section 4704(C) of the Vehicle Code, I hereby declare the vehicles with defects followed by a "Y" in the "Out-Of-Service" column of this Driver Vehicle Inspection Report to be "Out-Of-Service". No person shall remove the attached "Out-Of-Service" Sticker(s); or, operate said vehicle(s), until the required repairs have been satisfactorily completed and the repair certification signed.

NOTE TO DRIVER: This report MUST be furnished to the motor carrier whose name appears at the top of this report.

REPAIR OF VEHICLE OUT-OF-SERVICE DEFECTS: I hereby certify that the vehicle out-of-service defects noted on this report have been satisfactorily repaired.

Signature Of Repairer X: \_\_\_\_\_ Facility: \_\_\_\_\_ Date: \_\_\_\_\_

\* CARRIER CERTIFICATION: The undersigned certifies that all violations on this report have been corrected and action taken to assure compliance with the Motor Carrier Safety and HM Regulations insofar as they are applicable to motor carriers and drivers. These violations must be corrected, signed by the motor carrier, and RETURNED TO THE ADDRESS SHOWN ON THIS REPORT WITHIN 15 DAYS OR BEFORE THE VEHICLE'S NEXT TRIP, WHICHEVER COMES FIRST.

Signature Of Motor Carrier X: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Report Prepared By: \_\_\_\_\_

Badge #: \_\_\_\_\_

Copy Received By: \_\_\_\_\_

Page 1 of 1



X \_\_\_\_\_

X \_\_\_\_\_



# Roadside Inspections

- Roadside Inspections are a spot-check of driver and vehicle.
- Inspections can occur anywhere and at anytime
- Specially trained and certified inspectors conduct standardized roadside inspections
- Any officer can “pull over a truck,” but only trained ones can conduct roadside inspections and submit report
- The Commercial Vehicle Safety Alliance is an association that establishes and disseminates roadside inspection procedures, inspector training courses, and Out-of-Service Criteria



# Roadside Inspections

- Conducted roadside, fixed and mobile sites
- Selection both random and risk-based, including traffic enforcement component
- 3.5 to 4 million roadside inspections conducted per year
- Inspection follows standard process
- Average time to conduct: 15-60 minutes depending on level and violations discovered
- Enforcement actions – Violations, warnings, citations, fines,
- OOS orders, arrests and others
- Data upload of inspection report information



# Roadside Inspection Selection Process

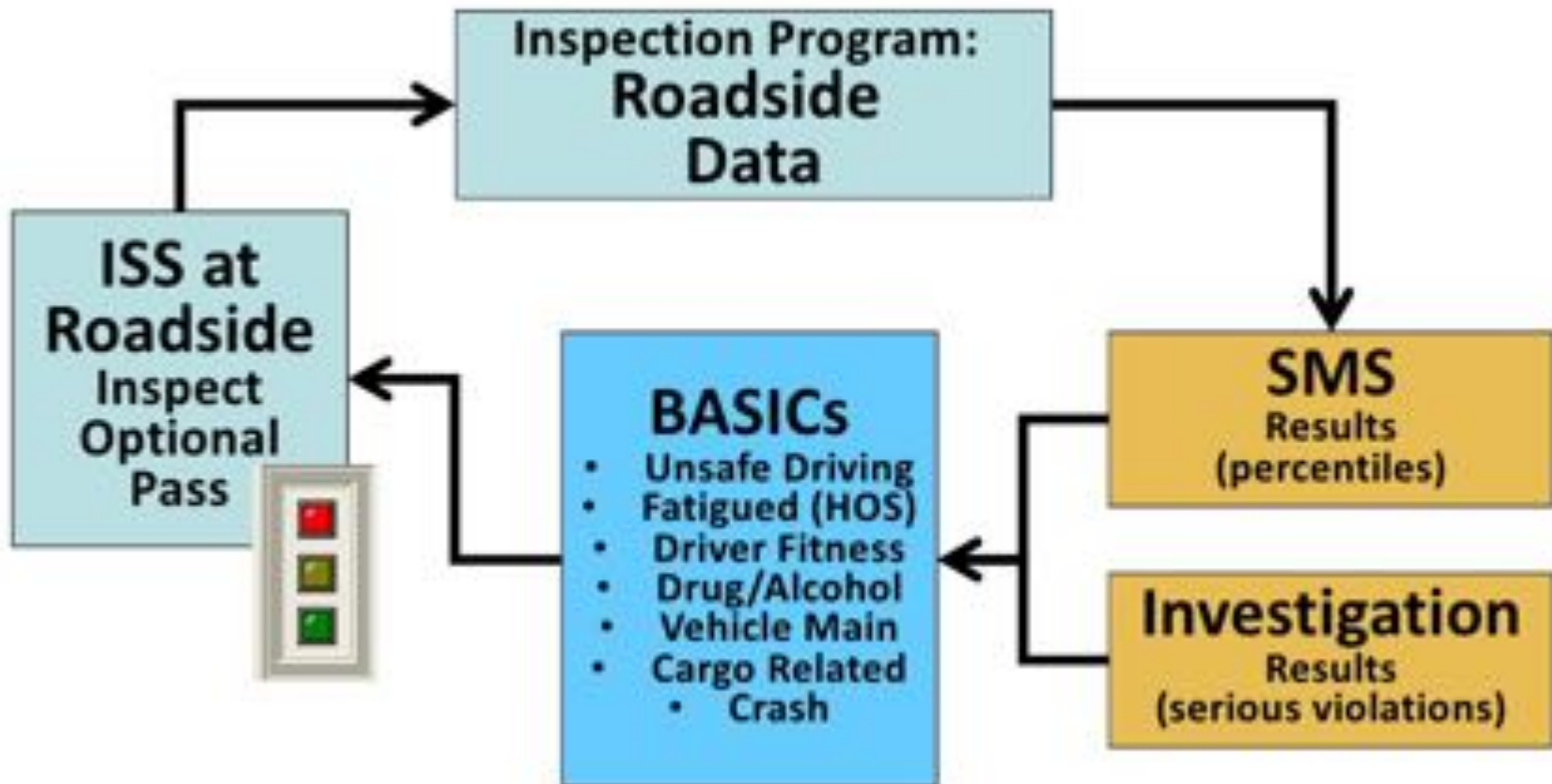
- *Why did I get pulled over?*
  - Observation of a violation/defect
  - Inspection Selection System (ISS) and
    - Random selection “*Systematic*”

The screenshot displays the 'Inspection Selection System v2.13 - USDOT # 00000000' window. The interface includes a menu bar (File, Actions, Help) and a toolbar. The main content area is divided into several sections:

- Carrier Search:** Search Type: **USDOT#** (dropdown), Number: **00000000** (text input), Search by **Name** (button).
- Carrier Information:**
  - Name: **SOME INTERSTATE CARRIER**
  - DBA:
  - Street: **1234 MAIN STREET**
  - City: **LAKEWOOD**
  - State: **CO** Zip: **00000**
  - Phone: **(123)456-7890**
  - Country of Domicile: **UNITED STATES**
- Inspection Value:** A vertical traffic light indicator (red, yellow, green) is shown next to the value **85** and the word **Inspect**.
- Expert:** Alert: This motor carrier may have an undeliverable address. Please inform the motor carrier they should submit an updated Form MCS-150 with their current address per 390.19 and 368.4 where applicable.

At the bottom, a status bar indicates: 'Inspection Value is based on Safety data.' and 'Data current as of 08/10/2010'.

# Roadside Inspection Selection Process





# Seven Levels of Roadside Inspection

- **Level I** — North American Standard Inspection- Full inspection Driver/Vehicle
- **Level II** — Walk-Around Driver/Vehicle Inspection (same as Level I, except brake inspection)
- **Level III** — Driver-Credential Inspection
- **Level IV** — Special Inspections- Farm vehicle/Special study
- **Level V** — Vehicle-Only Inspection
- **Level VI** — Enhanced NAS Inspection for Radioactive Shipments
- **Level VII** — Jurisdiction Mandated Inspection



# Roadside Inspection Selection Process

Vehicle displaying a valid CVSA decal normally not selected for inspection. Passed a Level 1 Inspection to receive.  
(exception-violation or defect observed)



# Inspection Data Systems

- ISS (Inspection Selection System) – Provides inspection recommendation & carrier snapshot with census and safety data [www.safersys.org](http://www.safersys.org)
- CDLIS, NCIC, NLETS – Retrieves driver status, conviction history
- QC (Query Central) – Combines the functions of ISS & CDLIS Access, plus more
- ASPEN (inspection software) – Collects inspection details, prepares report, and transmits data



# Roadside Inspections

## Three possible outcomes

### 1. No violations discovered

- Roughly 66% of driver inspections have no violations
- Roughly 33% of vehicle inspections have no violations
- CVSA Decals are issued for passing a Level I or V inspection; good for 90 days

### 2. Violation(s) discovered, but driver and vehicle allowed to continue (corrections made ASAP)

### 3. Violations discovered and driver and/or vehicle placed out of service

- 5.5% of drivers and 20.7% of vehicles inspected placed OOS



# “Top 10” Driver Violations

	Violation Code	Violation Description	# of Viol	% of Total Viol	# of OOS Viol	OOS %
1	395.8	Log violation (general/form and manner)	35,438	16.05%	35	0.10%
2	395.8F1	Drivers record of duty status not current	25,508	11.56%	38	0.15%
3	391.41A	Driver not in possession of medical certificate	22,017	9.97%	503	2.28%
4	391.11B2	Non-English speaking driver	14,291	6.47%	740	5.18%
5	395.3A2	Requiring or permitting driver to drive after 14 hours on duty	13,264	6.01%	5,840	44.03%
6	392.2SLLS2	State/Local Laws - Speeding 6-10 miles per hour over the speed limit	11,526	5.22%	3	0.03%
7	392.16	Failing to use seat belt while operating CMV	10,709	4.85%	0	0.00%
8	392.2SLLS1	State/Local Laws - Speeding 1-5 miles per hour over the speed limit	7,967	3.61%	0	0.00%
9	395.3A1	Requiring or permitting driver to drive more than 11 hours	7,559	3.42%	3,584	47.41%
10	395.8E	False report of drivers record of duty status	7,511	3.40%	5,482	72.99%



# “Top 10” Vehicle Violations

	Violation Code	Violation Description	# of Viol	% of Total Viol	# of OOS Viol	OOS %
1	393.9A	Inoperative required lamps	87,241	11.02%	8,157	9.35%
2	393.11	No/defective lighting devices/reflective devices/projected	49,347	6.24%	956	1.94%
3	396.3A1	Inspection/repair and maintenance parts and accessories	41,923	5.30%	6,605	15.76%
4	393.75C	Tire—other tread depth less than 2/32 of inch	40,605	5.13%	3,545	8.73%
5	396.5B	Oil and/or grease leak	36,199	4.57%	706	1.95%
6	393.47E	Clamp/Roto-Chamber type brake(s) out of adjustment	34,578	4.37%	38	0.11%
7	396.17C	Operating a CMV without periodic inspection	32,326	4.08%	35	0.11%
8	393.45B2	Failing to secure brake hose/tubing against mechanical damage	30,834	3.90%	2,121	6.88%
9	393.95A	No/discharged/unsecured fire extinguisher	29,607	3.74%	2	0.01%
10	393.25F	Stop lamp violations	18,659	2.36%	5,518	29.57%








# Inspecting Paperwork

- Driver credentials and paperwork (DL/CDL logbook, supporting documents, medical certificate) Have knowledge of location  
Keep in a binder or envelope
- Carrier and vehicle credential documents (markings, IEP related paperwork, lease agreements, proof of annual inspection, IFTA, IRP, etc.)
- Shipping papers (bills of lading, HM shipping etc.)



# After a Roadside Inspection

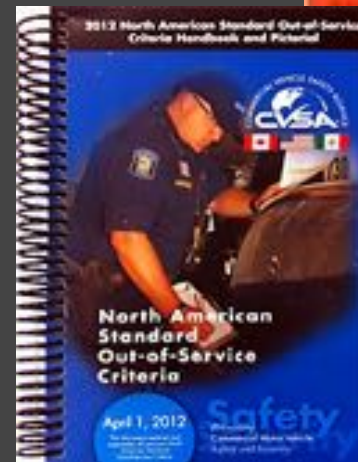
- Driver can hand deliver report to equipment owner if back within 24-hours, or fax/place in mail.  396.9(d)(1)
- If violations are found, equipment owner has 15 days to correct and return the report to the issuing agency.  396.9(d)(3)
- Equipment will be tagged if found to be Out-Of-Service.  396.9(c)(2)  
Driver/vehicle cannot operate until issue corrected. Violating an OOS order carries severe penalties!
- Carrier Certify all violations noted on report have been corrected. Signature certification  396.9(d)(3)(i)
- Equipment owner maintains a copy of the inspection for 12 months  396.9(d)(3)(ii)





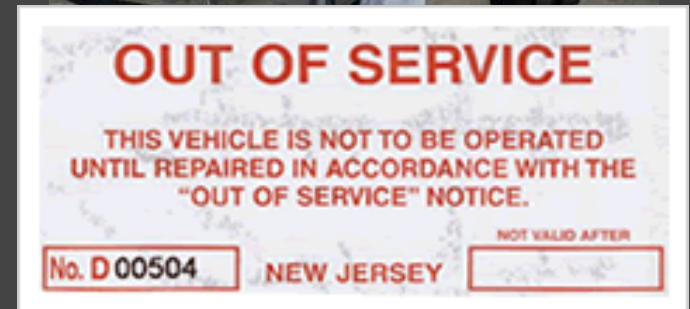
# CVSA Out-of-Service Criteria

- What it is
  - Safety violations that represent an imminent hazard
  - Cannot continue to operate until repairs made and/or condition is fixed
  - Driver, vehicle and load specific
- What it is not
  - They ARE NOT maintenance or performance standards
- North American Standard
  - Time tested process
  - Legislated
  - Case law established



# Vehicle Out-of-Service Items

- Operating over hours or with false log
- Brake System – #1 source of OOS; adjustment is a major issue; 20% of brakes defective to be OOS
- Tires – #2 source of OOS; wear and exposed areas are major issues; 50% under-inflation to be OOS
- Lighting – #3 source of OOS; #1 stop and #2 turn signal



# FMCSA Portal Screen shot DOT Roadside Inspector view

Query Central Carrier Name Search

Page Safety Tools

Driver Vehicle Carrier Help Home

Carrier Summary Carrier Detail Violation History 12 Past Inspection(s) PRISM Summary Report

12 Past Inspections for Carrier:

Inspection Date/Time	State	Inspection Location	Highway	Violations	OOS
<a href="#">07/14/2014 10:27 AM</a>	PA	SR0030 AT SR116	SR0030	0	0
<a href="#">05/09/2014 12:03 PM</a>	PA	SR0394 @ OLD HARRISBURG RD	SR0394	0	0
<a href="#">03/26/2014 01:17 PM</a>	PA	S. FRONT ST. @ PA. TPK. BRIDGE	SR0230	0	0
<a href="#">03/07/2014 09:05 AM</a>	PA	5 PLEASANTVIEW DR.	OFF OF SR114	0	0
<a href="#">03/06/2014 12:50 PM</a>	PA	RT 462 W @ RT 30		0	0
<a href="#">03/06/2014 11:30 AM</a>	PA	HILL STREET		2	1
<a href="#">02/18/2014 04:00 PM</a>	PA	SNYDER RUN RD	SR 0022	0	0
<a href="#">01/30/2014 08:20 AM</a>	PA	WINDSOR ST		0	0
<a href="#">01/09/2014 04:45 PM</a>	MD	CARROLL COUNTY	RT-97 @ HOOK RD	1	0
<a href="#">12/20/2013 09:47 AM</a>	PA	SR72 @ T601	SR72	0	0
<a href="#">12/13/2013 08:30 AM</a>	PA	OLIVE ST		0	0
<a href="#">10/22/2013 10:45 AM</a>	MD	BALTIMORE COUNTY	YORK ROAD AT BENTLEY ROAD	0	0



# How to Reduce Violations During Roadside Inspections

- Carriers train all drivers upon hire how to pre- and post-trip inspect their units and the roadside inspection process.
- Cross reference MCMIS data with DVIR's, HOS and roadside inspection documents.
- Present CSA SMS data to drivers, technicians and managers.
- Review/Audit DVIR's to make sure service department is repairing defects and placing units back into service.
- Provide drivers with repair kits, spare parts and Securement devices and teach them how to use them.

Training.....Training...Training

*Invest in your investments*



# Roadside Inspections

## What to be prepared for

- **Driver/Dispatchers/  
Owners**

**DON'T LIE!**

- Be Honest
- Leave the “attitude” at home
- Do only what the inspector ask.
- Have paperwork in order.
- Leave your seatbelt on until the inspector approaches you!



# Cell Phone Ban

- Hand-held mobile phone also include those with push to talk capability such as Nextel, but does NOT include the use of two-way radios and CB radios.
- The new rule defines using a hand-held mobile telephone device as:

Using at least one hand to hold a mobile telephone to conduct a voice communication.

Dialing or answering a mobile telephone by pressing more than a single button.

Reaching for a mobile telephone in a manner that requires a driver to maneuver so that he or she is no longer in a seated driving position and restrained by a seat belt.



# Texting Prohibited



## § 392.80 Prohibition against texting.

(a) Prohibition. No driver shall engage in texting while driving.

(b) Motor Carriers. No motor carrier shall allow or require its drivers to engage in texting while driving.

(c) Definition. For the purpose of this section only, driving means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver moved the vehicle to the side of, or off, a highway, as defined in 49 CFR 390.5, and halted in a location where the vehicle can safely remain stationary.

# Penalties & Disqualifications

<b>FINES</b>	<b>DOLLAR VALUE</b>	<b>WHO IT EFFECTS</b>
Each violation	Up to \$2,750	Driver
Allows use of mobile phones	Up to \$11,000	Company
<b>DISQUALIFICATIONS</b>	<b>DURATION</b>	<b>WHO IT EFFECTS</b>
Second violation in 3 year period	60 day disqualification	Driver
3 + violations in 3 year period	120 day disqualification	Driver





# National registry certified medical examiners

- Effective May 21, 2014 the FMCSA will require that all medical examiners be trained, certified and listed on the National Registry of Certified Medical Examiners.
- The FMCSA developed the role of the certified medical examiner in order to provide consistency in the certification of the commercial driver.
- A medical provider is required to complete an authorized certified medical examiner training program, and then successfully pass a national certification examination.



# New Medical Card

**MEDICAL EXAMINER'S CERTIFICATE**

I certify that I have examined \_\_\_\_\_, in accordance with the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.43) and with knowledge of the driving rules, that this person is qualified, and, if applicable, only when:

<input type="checkbox"/> wearing corrective lenses	<input type="checkbox"/> driving within an exempt liability zone (49 CFR 391.42)
<input type="checkbox"/> wearing hearing aid	<input type="checkbox"/> accompanied by a Skill Performance Evaluation Certificate (SPE)
<input type="checkbox"/> accompanied by a _____ waiver/exemption	<input type="checkbox"/> qualified by operation of 49 CFR 391.44

The information I have provided regarding this physical examination is true and complete. A complete examination form with any attachments embodies my findings completely and correctly, and is on file in my office.

SIGNATURE OF MEDICAL EXAMINER	TELEPHONE	DATE		
MEDICAL EXAMINER'S NAME (PRINT)	<input type="checkbox"/> MD <input type="checkbox"/> DO <input type="checkbox"/> Physician Assistant	<input type="checkbox"/> Chiropractor <input type="checkbox"/> Advanced Practice Nurse <input type="checkbox"/> Other Practitioner		
MEDICAL EXAMINER'S LICENSE OR CERTIFICATE (INDICATE STATE)	NATIONAL REGISTRY NO.			
DRIVER'S LICENSE	INTRASTATE ONLY <input type="checkbox"/> YES <input type="checkbox"/> NO	CDL <input type="checkbox"/> YES <input type="checkbox"/> NO	DRIVER'S LICENSE NO.	DATE
ADDRESS OF DRIVER				
MEDICAL CERTIFICATION EXPIRATION DATE				



OCFMS LABELMASTER® (800) 637-1888 www.mdmtrailer.com

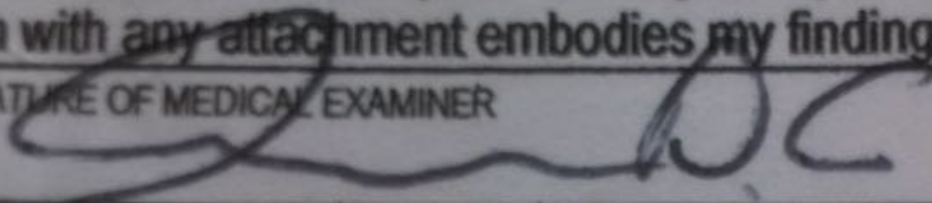


- Wearing a hearing aid
- Accompanied by a \_\_\_\_\_ waiver

- Accompanied by a Skill Pe
- Qualified by operation of 4

The information I have provided regarding the physical examination is true and correct. This form with any attachment embodies my findings completely and correctly.

SIGNATURE OF MEDICAL EXAMINER



TELEPHONE  
856-742-

MEDICAL EXAMINER'S NAME (PRINT)

Dr. Andrew E. Herman, D.C.

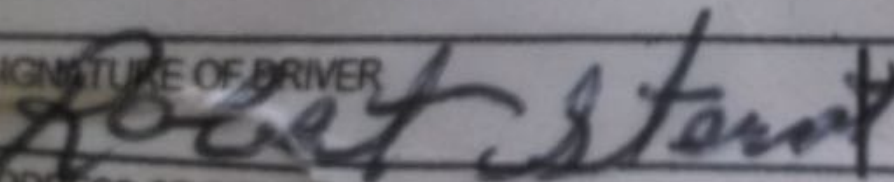
MEDICAL EXAMINER'S LICENSE

MC 22144 NJ

NATIONAL REGISTRY NUMBER

2035289478

SIGNATURE OF DRIVER



INTRASTATE ONLY

Yes  No

CDL

Yes  No

ADDRESS OF DRIVER

4 Lincoln Ave. Apt E3 Clemente

MEDICAL C



# Checked Wrong One



## M I S C E L L A N E O U S / S T A T E S P E C I F I C I N F O R M A T I O N

LICTYP: REGULAR LICENSE-DUPLICATE  
CLASS: CDL-A=COMB VEH>26,000 GVWR, TOWED UNIT>10,001 GVWR  
CLASS: M=MOTORCYCLE  
STATUS: VAL VAL VAL VAL VAL  
RESTR: CORRECTIVE LENSES;NO CMV OPERATION IN INTERSTATE COMMERCE;NO CMV  
CONTIN : OPERATION IN INTRASTATE COMMERCE UNLESS EXEMPTED BY FEDERAL  
CONTIN : OR STATE LAW  
ENDOR : N

# CDL Downgrade

DRIVER LICENSE NON-COMMERCIAL CLASS: COMBINATION VEHICLE  
DRIVER LICENSE NON-COMMERCIAL CLASS CODE: A ←  
LICENSED NON-COMMERCIAL DRIVER: YES  
DRIVER LICENSE NON-COMMERCIAL STATUS: Valid

## \*\*\* ADDITIONAL INFORMATION \*\*\*

FIELD NAME: Operator type

FIELD VALUE: Customer (AGE = 17 or above) has a Driver's License.

FIELD NAME: CDL MEDICAL SELF CERTIFICATION CODE

FIELD VALUE: NI

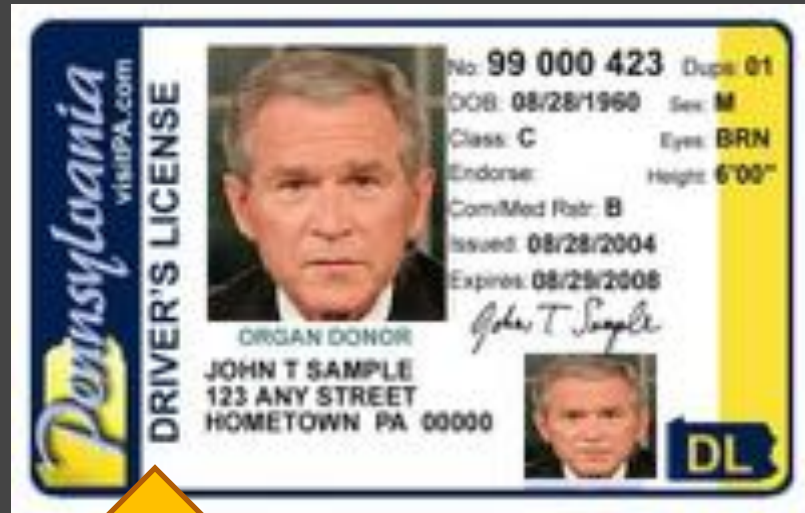
FIELD NAME: CDL MEDICAL CERTIFICATION STATUS CODE

FIELD VALUE: N

FIELD NAME: CDL MEDICAL DOWNGRADE DATE ←

FIELD VALUE: 2014-10-03

# Won't say Commercial



# Rear of Vehicle

- Working
- Not Missing
- Not Obstructed/Dirty
- License Plate
- Placards/Markings



# OOS Criteria - Lighting

- **When lights are required -**
  - **Headlamps** – At least one head lamp operative on low beam.
  - **Rear lamps** – At least one steady burning tail lamp on the rear of the rear most vehicle.
  - **Visibility** – Must be visible from at least 500 feet.
- **Anytime – Day or Night**
  - **Stop Lamp** – At least one operative stop lamp.
  - **Turn Signals** – At least one turn signal operative on each side of rear of the rear most vehicle.





# Obscured Lamps or Reflective Devices / Material

- 49 CFR 392.33 - No commercial motor vehicle shall be driven when any of the lamps or reflective devices / material required by subpart B of part 393 of this title are obscured by the tailboard, or by any part of the load or its covering, by dirt, or other added vehicle or work equipment or otherwise.

# Unsecure Packages





**BUCKLE UP**

**IN YOUR**



**TRUCK**

# MCSAP Reports

**Pennsylvania State Police**  
**Commercial Vehicle Safety Section**  
 20th and Herr Streets  
 Harrisburg, PA 17120  
 Phone: (717)346-7347 Fax: (717)772-1558

**DRIVER/VEHICLE EXAMINATION REPORT**  
 Report Number:  
 Inspection Date: 12/05/2005  
 Start Time: 10:10 AM End Time: 10:50 AM  
 Insp. Level: 1-Full, No HM Insp.

Driver: \_\_\_\_\_ State: NJ  
 License#: \_\_\_\_\_  
 Date of Birth: \_\_\_\_\_  
 CoDriver: \_\_\_\_\_ State: \_\_\_\_\_  
 License#: \_\_\_\_\_  
 Date of Birth: \_\_\_\_\_

USDOT#: \_\_\_\_\_ Phone#: \_\_\_\_\_  
 MC/MX#: \_\_\_\_\_ Fax#: \_\_\_\_\_  
 State#: \_\_\_\_\_

Location: RT. 100 UWCHLAN TWSP. MilePost: \_\_\_\_\_ Shipper: US COMPONENTS INC.  
 Highway: RT. 100 Origin: BERLIN, NJ Bill of Lading: 200513706  
 County: CHESTER, PA Destination: EAGLE, PA Cargo: LUMBER

**VEHICLE IDENTIFICATION**

Unit	Type	Make	Year	State	License #	Company #	Vin #	GVWR	CVSA #	OOS#
1	TT	STER	2005	NJ		60006				
2	ST	UNK		NJ		T81				

**BRAKE ADJUSTMENTS**

Axe #	1	2	3	4
Right	1 1/4	1 1/4	1 1/4	2 3/4
Left	1 1/4	1 1/4	1 1/4	1 1/4
Chamber	C-20	C-30	C-30	C-30

**VIOLATIONS**

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396.3(a)(1)		2	Y		U	N	Air hose...(brake..last axle..left side chamber)...worn down to the metal cord...needs replacement...
393.75(a)		2	Y	B117911	U	N	Last axle..left side....inner tire..inner sidewall....2 cuts..deep..exposing cord....needs replacement...
396.3(a)(1)		1	N		N	N	1st axle..left side..lower mounting to shock absorber..bushings worn...
393.104(b)		2	Y		U	N	Damaged securement system..tie down..1.frayed/out....needs replacement....

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

Special Checks: No Data for Special Checks.

\* Pursuant to Section 4704(C) of the Vehicle Code, I hereby declare the vehicles with defects followed by a "Y" in the "Out-Of-Service" column of this Driver Vehicle Inspection Report to be "Out-Of-Service". No person shall remove the attached "Out-Of-Service" Sticker(s); or, operate said vehicle(s), until the required repairs have been satisfactorily completed and the repair certification signed.

NOTE TO DRIVER: This report MUST be furnished to the motor carrier whose name appears at the top of this report.

REPAIR OF VEHICLE OUT-OF-SERVICE DEFECTS: I hereby certify that the vehicle out-of-service defects noted on this report have been satisfactorily repaired.

Signature Of Repairer X: \_\_\_\_\_ Facility: \_\_\_\_\_ Date: \_\_\_\_\_

\* CARRIER CERTIFICATION: The undersigned certifies that all violations on this report have been corrected and action taken to assure compliance with the Motor Carrier Safety and HM Regulations insofar as they are applicable to motor carriers and drivers. These violations must be corrected, signed by the motor carrier, and RETURNED TO THE ADDRESS SHOWN ON THIS REPORT WITHIN 15 DAYS OR BEFORE THE VEHICLE'S NEXT TRIP, WHICHEVER COMES FIRST.

Signature Of Motor Carrier X: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Report Prepared By: \_\_\_\_\_ Badge #: \_\_\_\_\_ Copy Received By: \_\_\_\_\_

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X \_\_\_\_\_ X \_\_\_\_\_

- Return the completed roadside inspection form to the issuing agency at the address indicated on the form and retain a copy at the motor carrier's principal place of business, for 12 months from the date of the inspection.
- Make sure information is correct
- Data Q Challenge





# DataQs

## Log in to get started

LOG IN VIA THE FMCSA PORTAL

USERNAME

PASSWORD



Trouble logging in? [Click here.](#)  
New to DataQs? [Register now.](#)

## Request a Review of FMCSA-Issued Data Here

DataQs allows you to request and track a review of Federal and State data issued by FMCSA that you feel may be incomplete or incorrect. The system automatically forwards your Request for Data Review (RDR) to the appropriate office for resolution and collects updates and responses for current Requests.

### What's New

#### Adjudicated Citations

August 23, 2014 - Commercial drivers and motor carriers are able to submit court outcome documentation for violations that were dismissed or pled down, with a Request for Data Review in DataQs.

[Announcements](#) →



### Help Center



Instructions, FAQs, and other materials to help you navigate this website.

### User Guide & Manual



A practical guide for Federal and State data quality practitioners.

[What's New](#)

[Data Quality](#)

[User Guide and Manual](#)

[SMS](#)

## What can DataQs do for you?



### Motor Carriers

As a motor carrier or owner/operator, use DataQs to file concerns about inspection and crash data available from FMCSA or other information displayed on your



### Drivers

Use DataQs to file concerns about Pre-Employment Screening Program (PSP) reports and to monitor status of your current RDR.



### FMCSA & State Partners

DataQs helps you manage and respond to RDRs, but you can also use the system to file data concerns or view reports describing the type and volume of requests to DataQs RDRs.





### Public & Industry

DataQs is also useful to other stakeholders in the motor carrier industry and the general public. Anyone can enter a concern about data made available by FMCSA and



# Adjudicated Violations


**Get the facts. Get Road Smart.**



I had a citation associated with a roadside inspection violation dismissed in a judicial proceeding—can I change my safety record?

The Federal Motor Carrier Safety Administration (FMCSA) is committed to improving the quality and uniformity of the information in its data systems. Under the adjudicated citations policy, you can request that your safety record in FMCSA's data systems reflects the adjudication results for citations associated with roadside inspection violations. The process applies to inspections conducted on or after August 23, 2014. Here is why it is important to you.

**Your safety record**

FMCSA's Pre-Employment Screening Program (PSP) provides secure, electronic access to a commercial driver's five-year crash and three-year inspection history from the Agency's Motor Carrier Management Information System (MCMIS). Motor carriers may rely on that information to make hiring decisions, so it is up to you to make sure your safety record is complete and has the most current information possible.

**Your company's safety record**

Every roadside inspection counts. FMCSA's Safety Measurement System (SMS) collects data from every roadside inspection and uses that data to prioritize motor carriers with safety performance and compliance problems for interventions, such as warning letters or investigations. The SMS is a great tool for carriers, including owner-operators, and drivers to use to monitor their company's safety performance and compliance—and to identify areas in need of improvement.

**The policy: The way it works**

The adjudicated citations policy provides a process for drivers to request a review of the results of adjudicated citations associated with roadside inspection violations. You must submit a Request for Data Review (RDR) through FMCSA's DataQs system, along with copies of certified court documentation and the inspection details. The State will review and document the citation results for the associated violations, and those results will impact PSP and SMS as listed below.

Result of Adjudicated Citation Associated with a Violation	Record in PSP and SMS
Dismissed without a fine or not guilty	Violation removed
Conviction of a different charge	Violation indicated as conviction of a different charge; SMS severity weight reduced to 1
Conviction or dismissed with a fine	Violation retained

**To request a data review:**

- Visit DataQs, and register for free: <https://dataqs.fmcsa.dot.gov/>
- File an RDR on an inspection
- Provide supporting documentation

**Join FMCSA and our State Partners in a nationwide commitment to safety.**

Five million truck and bus drivers share the road with more than 250 million motorists. With stakes so high, it's essential that everyone Get Road Smart about FMCSA.

Lives depend on it.





*Thank you and be safe!!*

Questions ?????

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