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.
# Roadside Inspections

**DRIVER/VEHICLE EXAMINATION REPORT**

Report Number: 120562005-1
Start Time: 10:10 AM  End Time: 10:50 AM  Inspect Level: 1-Haul

**US DOT #:**
**Vehicle#:**
**License#:**
**State:**
**Registration:**
**Date of Birth:**
**CoDriver:**
**License#:**
**State:**
**Date of Birth:**
**MilePost:**
**Origin:**
**Destination:**
**Shipper:**
**Bill of Lading:**
**Cargo:**

## VEHICLE IDENTIFICATION

<table>
<thead>
<tr>
<th>Unit</th>
<th>Type</th>
<th>Make</th>
<th>Year</th>
<th>State</th>
<th>License #</th>
<th>Company #</th>
<th>Vin #</th>
<th>GVWR</th>
<th>CVSA #</th>
<th>OCS #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>TTR</td>
<td>2005</td>
<td>NJ</td>
<td>60006</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>UNK</td>
<td></td>
<td>NJ</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>T81</td>
</tr>
</tbody>
</table>

## BRAKE ADJUSTMENTS

<table>
<thead>
<tr>
<th>Axle</th>
<th>1/4</th>
<th>1/4</th>
<th>1/4</th>
<th>1/4</th>
<th>1/4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
</tr>
<tr>
<td>Left</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
</tr>
<tr>
<td>Chamber</td>
<td>C-10</td>
<td>C-10</td>
<td>C-10</td>
<td>C-10</td>
<td>C-10</td>
</tr>
</tbody>
</table>

## VIOLATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Code</th>
<th>Unit</th>
<th>OCS</th>
<th>Citation</th>
<th>Verify</th>
<th>Crash</th>
<th>Violations Discovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>396.3(a)</td>
<td>1</td>
<td>Y</td>
<td>U</td>
<td>N</td>
<td></td>
<td></td>
<td>Last axle, right side...brake requires adjustment...</td>
</tr>
<tr>
<td>396.3(a)</td>
<td>1</td>
<td>Y</td>
<td>U</td>
<td>N</td>
<td></td>
<td></td>
<td>Air hose...brake...last axle, left side chamber...worn down to the metal cord...needs replacement...</td>
</tr>
<tr>
<td>393.7(a)</td>
<td>2</td>
<td>Y</td>
<td>B</td>
<td>17911</td>
<td>U</td>
<td>N</td>
<td>Last axle, left side...inner tire...inner sidewall...cuts...deep...exposing cord...needs replacement...</td>
</tr>
<tr>
<td>398.3(a)</td>
<td>1</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
<td>Damaged secured system...tie down...frayed/hot...needs replacement...</td>
</tr>
</tbody>
</table>

**Notice:** 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 report 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:**
**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 VEHICLES NEXT TRIP, WHICHER COMES FIRST.

**Signature of Motor Carrier:**
**Title:**
**Date:**

**Report Prepared By:**
**Badge #:**
**Copy Received By:**

Page 1 of 1
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”
Roadside Inspection Selection Process

- ISS at Roadside
- Inspect Optional Pass

- BASICS
  - Unsafe Driving
  - Fatigued (HOS)
  - Driver Fitness
  - Drug/Alcohol
  - Vehicle Main
  - Cargo Related
    - Crash

- SMS Results (percentiles)
- Investigation Results (serious violations)
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

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

<table>
<thead>
<tr>
<th>Violation Code</th>
<th>Violation Description</th>
<th># of Viol</th>
<th>% of Total Viol</th>
<th># of OOS Viol</th>
<th>OOS %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 393.9A</td>
<td>Inoperative required lamps</td>
<td>87,241</td>
<td>11.02%</td>
<td>8,157</td>
<td>9.35%</td>
</tr>
<tr>
<td>2 393.11</td>
<td>No/defective lighting devices/reflective devices/projected</td>
<td>49,347</td>
<td>6.24%</td>
<td>956</td>
<td>1.94%</td>
</tr>
<tr>
<td>3 396.3A1</td>
<td>Inspection/repair and maintenance parts and accessories</td>
<td>41,923</td>
<td>5.30%</td>
<td>6,605</td>
<td>15.76%</td>
</tr>
<tr>
<td>4 393.75C</td>
<td>Tire—other tread depth less than 2/32 of inch</td>
<td>40,605</td>
<td>5.13%</td>
<td>3,545</td>
<td>8.73%</td>
</tr>
<tr>
<td>5 396.5B</td>
<td>Oil and/or grease leak</td>
<td>36,199</td>
<td>4.57%</td>
<td>706</td>
<td>1.95%</td>
</tr>
<tr>
<td>6 393.47E</td>
<td>Clamp/Roto-Chamber type brake(s) out of adjustment</td>
<td>34,578</td>
<td>4.37%</td>
<td>38</td>
<td>0.11%</td>
</tr>
<tr>
<td>7 396.17C</td>
<td>Operating a CMV without periodic inspection</td>
<td>32,326</td>
<td>4.08%</td>
<td>35</td>
<td>0.11%</td>
</tr>
<tr>
<td>8 393.45B2</td>
<td>Failing to secure brake hose/tubing against mechanical damage</td>
<td>30,834</td>
<td>3.90%</td>
<td>2,121</td>
<td>6.88%</td>
</tr>
<tr>
<td>9 393.95A</td>
<td>No/discharged/unsecured fire extinguisher</td>
<td>29,607</td>
<td>3.74%</td>
<td>2</td>
<td>0.01%</td>
</tr>
<tr>
<td>10 393.25F</td>
<td>Stop lamp violations</td>
<td>18,659</td>
<td>2.36%</td>
<td>5,518</td>
<td>29.57%</td>
</tr>
</tbody>
</table>
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. Driver/vehicle cannot operate until issue corrected. Violating an OOS order carries severe penalties! 396.9(c)(2)

• 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
### 12 Past Inspections for Carrier:

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

<table>
<thead>
<tr>
<th>FINES</th>
<th>DOLLAR VALUE</th>
<th>WHO IT EFFECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each violation</td>
<td>Up to $2,750</td>
<td>Driver</td>
</tr>
<tr>
<td>Allows use of mobile phones</td>
<td>Up to $11,000</td>
<td>Company</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DISQUALIFICATIONS</th>
<th>DURATION</th>
<th>WHO IT EFFECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second violation in 3 year period</td>
<td>60 day disqualification</td>
<td>Driver</td>
</tr>
<tr>
<td>3+ violations in 3 year period</td>
<td>120 day disqualification</td>
<td>Driver</td>
</tr>
</tbody>
</table>
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
The information I have provided regarding the physical examination is true form with any attachment embodies my findings completely and correctly.

SIGNATURE OF MEDICAL EXAMINER

Dr. Andrew E. Herman, D.C.

MEDICAL EXAMINER'S LICENSE
MC 22144 NJ

NATIONAL REGISTRY NUMBER
2035289478

SIGNATURE OF DRIVER
Robert Stant

INTRASTATE ONLY
Yes No

ADDRESS OF DRIVER
4 Lincoln Ave, Apt E3 Clements
Checked Wrong One
CDL Downgrade

*** 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
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
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.

<table>
<thead>
<tr>
<th>Result of Adjudicated Citation Associated with a Violation</th>
<th>Record in PSP and SMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dismissed without a fine or not guilty</td>
<td>Violation removed</td>
</tr>
<tr>
<td>Conviction of a different charge</td>
<td>Violation indicated as conviction of a different charge; SMS severity weight reduced to 1</td>
</tr>
<tr>
<td>Conviction or dismissed with a fine</td>
<td>Violation retained</td>
</tr>
</tbody>
</table>

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

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.
Thank you and be safe!!

Questions ?????

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