THE WHO, WHAT, WHERE, WHEN AND WHY OF CMV INSPECTIONS

WHAT YOU NEED TO KNOW ABOUT FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION – DEPARTMENT OF TRANSPORTATION COMMERCIAL MOTOR VEHICLE INSPECTIONS

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The purpose of this white paper is to inform commercial vehicle operators and fleet managers of all the aspects of Commercial Motor Vehicle (CMV) inspections. Who can perform them, what they consist of and where, when, and why they will be performed. It also explains the consequences of bad inspections and the process for overcoming them and best practices to avoid extra scrutiny during roadside inspections.

Who’s Who? And what authority do they have?

U.S. Department of Transportation:
The US Department of Transportation oversees all aspects of transportation including air, railroad, maritime and of course highways. The job of the US DOT is to create regulations and legislations to keep all aspects of travel safe. The various administrations within the DOT are responsible for compliance and enforcement; not the US DOT itself.

Federal Motor Carrier Safety Administration (FMCSA):
The FMCSA is the U.S. Government entity within the US DOT that oversees the commercial motor vehicle inspection process. It has developed the Safety Measurement System which collects data about all motor carriers and makes it available through their Analysis and Information system. This gives all levels of law enforcement a single and centralized location for information about the safety of any given carrier which will help them determine whether additional action is required when they encounter a CMV during a traffic stop, crash or other encounter.

The FMCSA was formed in 2000. Its primary mission is to prevent commercial motor vehicle-related fatalities’ and injuries through the following activities:

Commercial Driver’s Licenses: The FMCSA develops the standards to test and license commercial motor vehicle drivers.

Data and Analysis: The administration collects and publishes data on motor carrier safety.

Regulatory Compliance and Enforcement: The FMCSA operates a program to improve safety performance and remove high-risk carriers from the road.

Research and Technology: The administration conducts studies and research to find ways to improve road safety.

Safety Assistance: The FMCSA provides financial assistance to State DOTs for roadside inspections and other commercial motor vehicle safety programs.

The FMCSA provides information and assistance to State and Local law enforcement

Commercial Vehicle Safety Alliance (CVSA): The CVSA is a non-profit organization which is comprised of local, state, provincial, territorial and federal motor carrier safety officials from the United States, Canada and Mexico. It was created to ensure uniform inspection standards across multiple states and governing entities and to achieve reciprocity across governing entities. That means that if a CMV is compliant in one state, other states and/or provinces will accept the inspection as being valid. This organization also creates the criteria for commercial vehicle inspection. It is not a law-enforcing agency nor does it conduct inspections.

State Departments of Transportation: Each State has its own Department of Transportation responsible for administering drivers’ licenses and performing inspections and enforcing regulations set by their own departments and by the US DOT. Some States (like California and Florida) have more than one entity that oversees transportation, and it is on a state-by-state basis what specific department oversees compliance of commercial vehicles. For the most part, State DOT inspectors can and do patrol the highways and pull over CMVs for inspection.

Department of Public Safety/Motor Carrier Compliance Division: In general, each state has a Department of Public Safety, and sometimes within this department there is a Commercial Vehicle or Motor Carrier Compliance Division. This and the State DOT’s are the agencies most likely to police the highways and perform inspections.

For a complete listing of State agencies with links to their websites see Resources at the end of this document.

State Police: In most states, state troopers can and do conduct inspections on commercial motor vehicles. Some states even assign a troop that is specifically trained in the laws and regulations that govern commercial vehicles.

County Sheriff & City Police: Generally commercial vehicle inspections are not done by county or city law enforcement agencies, however, if a commercial motor vehicle has been pulled over for a traffic violation or a noticeable defect in the maintenance of their vehicle, the officer will likely check the SMS to determine if further inspection is warranted. If it is, that law enforcement will likely contact an agency or civilian inspector that is certified to conduct a full inspection.

Civilian Motor Carrier Inspectors: Certain individuals, including the motor carrier or one of its employees may qualify to perform the periodic annual inspection. The qualifications must meet the guidelines set forth in 49 CFR 369.16. In short an individual will be qualified if:

1. They have taken and passed a certification class from a Federal or State sponsored program; or
2. Have a combination of training and experience totally at least 1 year as spelled out in 396.19. For complete details of who qualifies to perform a commercial vehicle inspection please follow the links above.

Where, When and Why Can You Expect in an Inspection to Occur?
The primary reason for anyone to perform an inspection of your commercial vehicle is for safety reasons.

The Federal Motor Carrier Safety Administration (FMCSA) calls for a number of different types of inspections:

- Daily Driver Inspections
- Periodic/Annual Inspections
- Roadside Inspections
- Onsite Compliance Reviews

**Daily Driver Inspections:**
The FMCSA requires that the vehicle driver perform both a pre-shift inspection and a post-shift inspection to ensure the safety of the vehicle’s operation.

**Pre-Trip Inspection Report:**
During pre-trip inspections, drivers simply verify that their vehicle is safe to drive. They review the last driver inspection report and sign it if they need to certify that required repairs have been made and that any defects or deficiencies have been noted. Motor carriers are not required to document pre-trip inspections, but the practice is recommended.

- The Pre-Trip inspection does not need to be in writing
- Each driver MUST be satisfied that the equipment is in proper working condition prior to operating the vehicle
- As part of the driver’s Pre-Trip inspection, the drive must review the previous Post-Trip inspection to verify that any needed repairs were made to the vehicle. If Safety defects were noted, an authorized agent of the Company must have certified that the defects were corrected prior to operation
- The driver must print and sign on the reviewing driver’s signature line
- A driver must not operate a vehicle under Aaron Rents Inc authority if defects were noted and not certified as corrected
- Each driver must also be satisfied that the cargo is properly distributed and secured

**Post-Trip Inspection Report:**
Post-trip inspections are more intensive. The FMCSA mandates that drivers submit a written report on each vehicle at the end of each workday. Drivers must assess service brakes (including trailer brake connections), parking brake, steering mechanism, lighting devices and reflectors, tires, horns, windshield wipers, rear vision mirrors, coupling devices, wheels and rims, and emergency equipment.
Post-trip inspection reports must detail any defects or deficiency that might cause a vehicle to become a safety hazard (or, if there are none, the driver must indicate this). Any safety hazards that fall under Appendix G of the FMCSR must be immediately addressed by the motor carrier. Motor carriers are required to maintain Driver Vehicle Inspection Reports (DVIR) for 90 days. (See Resources for Appendix G information and a PDF version of the DVIR).

- Each driver is required to complete a written report on each vehicle’s condition at the end of his or her shift
- The Post-Trip inspection starts when the driver starts driving...
- Inspection forms MUST be completely filled out and signed by the driver
- All vehicle inspection components must be checked if OK or marked with an X if defects are noted
- All noted defects must be described in detail in the remarks section
- Any SAFETY related defects MUST be repaired prior to operation and signed off by a designated agent of the Company
- The report must be retained at the store for 90 days in the vehicle maintenance file

**Periodic Inspections (required by US DOT):**
The US DOT requires that all commercial vehicles obtain an annual inspection. Most states also have the same requirement and because of this overlap there is reciprocity between governing entities. That means that while each state has its own program, the state-mandated inspection will also meet the federal requirements. (See CVSA).

**Roadside Inspections:**
Each state has its own Department of Transportation and different ways of handling roadside inspections. Some states will perform safety inspections at weigh stations, some have border inspections, and many have state DOT agents patrolling the highways that can pull over any commercial vehicle.

It is important to know that while generally a DOT inspector will have spotted a reason for the stop (an obvious maintenance issue such as low tire pressure, or some other equipment problem), they don’t necessarily have to have a reason and often will stop a commercial vehicle for a spot inspection.

**Roadside due to Cause:**
The main reason for a roadside inspection is because a law enforcement official has reason to stop the commercial motor vehicle. Speeding is the most common violation. A CMV will also be stopped for tailgating, no seat belt, not obeying traffic control devices, talking or texting while driving, a concern that alcohol or drugs has caused impaired driving, unsafe speed, and aggressive driving.

Other reasons are problems with the vehicle itself; headlights or taillights out, a loose air hose, low tire pressure, etc. Even dirt and dents on a truck can give the officer reason to suspect that there may be reason to do further inspection.
The law enforcement that pulls you over for a traffic violation may also call for a CMV Inspector if:

- They think the truck warrants further inspection
- They observe unsafe conditions
- They notice the presence of drugs or alcohol
- They observe leaks, spills and unusual odors

But whether or not a complete inspection will occur at that time will depend.

The first thing that will happen is the officer will check the FMCSA’s Safety Measurement System. If there is anything in the SMS that warrants further scrutiny, the officer will call for a certified inspector if they are not certified to perform the inspection themselves.

**What Does An Inspection Consist Of?**

Annual Periodic Inspections and Roadside Out-of-Service Inspections cover much of the same items, but they differ in their intent.

**Periodic Inspection -- Appendix G to Subchapter B of the FMCSA**

The annual periodic inspection follows Appendix G to Subchapter B of FMCSA which sets the minimum periodic inspection standards. The Periodic/Annual inspection is a vehicle-only inspection with the intent of ensuring that all items required to be inspected are in proper adjustment, are not defective and function properly prior to the vehicle being placed in service. Any noted defects must be corrected before the vehicle can be placed into service. This inspection includes:

- Brake System
- Coupling Devices
- Exhaust System
- Fuel System
- Lighting Devices
- Safe Loading
- Steering Mechanism
- Suspension
- Frame
- Tires
- Wheels and Rims
- Windshield Glazing
- Windshield Wipers

For a detailed list of inspection criteria, see [Appendix G](#)

**Roadside Inspections -- North American Standard Out-Of-Service Inspections:**

Roadside Inspections are performed to ensure that both the vehicle and its driver are road worthy and
can continue in service. The criteria are intended to be used in random roadside inspections to identify critical vehicle inspection items and provide criteria for placing a vehicle out-of-service.

A vehicle is placed out-of-service only when by reason of its mechanical condition or loading it is determined to be so imminently hazardous as to likely cause an accident or breakdown, or when such conditions would likely contribute to loss of control of the vehicles by the driver. A certain amount of flexibility is given to the inspecting official whether to place the vehicle out-of-service at the inspection site or if it would be less hazardous to allow the vehicle to proceed to a repair facility for repair. The distance to the repair facility must not exceed 25 miles.

The roadside type of inspection, however, does not necessarily mean that a vehicle has to be defect-free in order to continue in service. In order to maintain consistency across all U.S. States, Canada and Mexico, the North American Standard Inspection Criteria was developed by the CVSA with the following levels of vehicle inspection for roadside inspections.

**LEVEL I - North American Standard Inspection**

The Level I inspection examines both the driver and the vehicle and includes:

- Driver’s License
- Medical Examinees Certificate and Waiver (if applicable)
- Alcohol and Drugs
- Driver’s Record of Duty Status as required
- Hours of Service
- Seat Belt
- Vehicle Inspection Report
- Brake System
- Coupling Devices
- Exhaust System
- Frame
- Fuel System
- Turn Signals
- Brake Lamps
- Tail Lamps
- Head Lamps
- Lamps On Projecting Loads
- Safe Loading
- Steering Mechanism
- Suspension
- Tires
- Van And Open-Top Trailer Bodies
- Wheels And Rims
- Windshield Wipers
- Emergency Exits On Buses
- HM Requirements (as applicable)
LEVEL II - Walk-Around Driver/Vehicle Inspection
The Level II inspection is a walk-around inspection that examines the driver and the vehicle. It includes everything that can be inspected without physically getting under the vehicle. As a minimum, Level II inspections must include examination of:

- Driver’s License
- Medical Examinees Certificate and Waiver (if applicable)
- Alcohol and Drugs
- Driver’s Record of Duty Status as required
- Hours of Service
- Seat Belt
- Vehicle Inspection Report
- Brake System
- Coupling Devices
- Exhaust System
- Frame
- Fuel System
- Turn Signals
- Brake Lamps
- Tail Lamps
- Head Lamps
- Lamps On Projecting Loads
- Safe Loading
- Steering Mechanism
- Suspension
- Tires
- Van And Open-Top Trailer Bodies
- Wheels And Rims
- Windshield Wipers
- Emergency Exits On Buses
- HM Requirements (as applicable)

LEVEL III - Driver-Only Inspection
Level III is a driver-only inspection which will include examination of the following:

- Driver’s License
- Medical Certification and Waiver, (if applicable)
- Driver’s Record Of Duty Status As Required
- Hours Of Service
- Seat Belt
- Vehicle Inspection Report
- Hazardous Materials Requirements (as applicable)

LEVEL IV - Special Inspections
Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.
LEVEL V - Vehicle-Only Inspection
The Level V is an inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

LEVEL VI - Enhanced NAS Inspection for Radioactive Shipments
An inspection for select radiological shipments, which include
- Inspection Procedures
- Enhancements To The Level I Inspection
- Radiological Requirements
- Enhanced Out-Of-Service Criteria

What Happens After The Inspection?
A number of things will happen after an inspection:

First, if there are actionable violations, such as operating the vehicle without a valid license or a headlight out; anything that would warrant a ticket anyway; the driver and/or carrier may receive a citation. The penalty will depend on the jurisdiction of the law enforcement making the stop.

Second, if the vehicle is deemed to be unsafe to continue, it may be placed Out-of-Service, meaning it cannot continue to be operated until the items have been corrected.

Third, the data collected from the inspection will be input into the Safety Measurement System.

Compliance Safety Accountability – the Safety Measurement System:
The Compliance, Safety, Accountability (CSA) program which was rolled out in December 2010 uses the Safety Measurement System (SMS) to continuously monitor and track the safety performance of motor carriers and CMV drivers. The program gathers all information from traffic stops, roadside inspections and CMV crash records to create an online tracking system which ranks a carrier using pre-defined Behavior Analysis and Safety improvement Categories (BASICs).

The BASICs categories are as follows:

Unsafe Driving: This classifies the operation of commercial motor vehicles by drivers in a dangerous or careless manner. Examples of violations include speeding, reckless driving, improper lane change, inattention, failure to obey a traffic control device.

Hours of Service (HOS) Compliance: Fatigued drivers are a major safety hazard. The Hours of Service Basic measures operation of CMVs by drivers who are ill, fatigued or not in compliance with HOS requirements and the management of CMV driver fatigue. Violations include maintaining an incomplete or inaccurate logbook, exceeding HOS, and operating a CMV while ill or fatigued. For complete documentation of the Hours of Service regulations see: http://www.fmcsa.dot.gov/rules-regulations/administration/rulemakings/final/HOS-Final-Rule-12-27-11.pdf.

**Driver Fitness:** This measures the operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications. Examples of violations include failure to have a valid and appropriate commercial driver's license (CDL) and being medically unqualified to operate a CMV.

**Controlled Substances and Alcohol:** Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications. Violations include possession of a controlled substance or alcohol.

**Vehicle Maintenance:** Measures the failure to properly maintain a CMV. Examples of violations include brakes, lights, and other mechanical defects and failure to make required repairs.

**Hazardous Materials Compliance/Cargo Related:** Failure to prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV. Example violations: improper load securement, cargo retention and hazardous material handling.

**Crash Indicator:** This measure histories or patterns of high crash involvement, including frequency and severity. This is based on information from State-reported crashes.

**How the SMS Works:**
The FMCSA accumulates all safety data on both motor carriers and drivers. (This report will concentrate only on carriers.) The data collected because of accidents, roadside inspections and carrier compliance reviews is entered into the system.

From this data, a measurement is assigned the carrier in each BASIC category based on the number of adverse safety events, the severity of the violations or crashes, and how recently the violations occurred. After a measurement is determined, the carrier is then placed in a peer group with other carriers with similar numbers of inspections. A percentile is assigned from 0 to 100 that is determined by comparing the BASIC measurements of the carrier to the measurements of other carriers in the peer group. A percentile of 100 indicates the worst performance. For example, the SMS shown below, the carrier is at the 89.9% percentile in the Unsafe Driving BASIC. This means that 89.9% of the carriers in their peer group have a better record in the Unsafe Driving category. This carrier is above the threshold in the Unsafe Driving BASIC and will therefore likely be targeted for intervention (see interventions below).

Each BASIC's Overall Status is determined by the results of the motor carrier's on-road performance over the previous 24 months and the investigation results over the previous 12 months. Overall Status will display a ⚠ symbol if either the on-road performance's percentile is over the established threshold or the investigation results show the discovery of a Serious Violation.
How Violations are Weighted
Violations within each BASIC are rated for severity based on how likely they are to cause or contribute to an accident. The more likely a violation is to cause a crash, the higher the number of points will be assigned. Violations are assigned a severity weight from 1 (less severe) to 10 (most severe). Points increase by 2 if an out of service violation is issued. After a period of 2 years the BASIC score for any event will be dropped from the SMS.

What is my SMS Score?
Motor carriers can keep track of their data on the SMS Website (http://ai.fmcsa.dot.gov/sms/) and find out more about the SMS improvements.

Though much of the data is available to the public, to view all the data related to driver-specific violations, hazardous material compliance and crash indicators you must log in to the Analysis and Information system using your FMCSA-issued U.S. DOT number and your Personal Identification Number. If you do not have this, you can request it here: https://lipublic.fmcsa.dot.gov/LIVIEW/PKG_PIN_START.PRC_INTRO

**How Can Your SMS Score Be Improved?**
Because the CSA is concerned with recent behavior, scores assigned to events that took place over 24 months will be dropped. The best way for you to improve your SMS Score is to remain in compliance and have clean inspections. View and follow the Best Practices listed below.

**How Can Erroneous Data in the SMS be Corrected?**
If you find that the data in the SMS is incorrect, you can request a data review. Requests for Data Reviews (RDRs) must be made through the DataQs system, an electronic filing system that can be found here: https://dataqs.fmcsa.dot.gov/. Register on the DataQs website or via the FMCSA Portal and follow the online instructions. You will need the report number, date and time of the event. Once filed, the RDR and all relevant documentation will be routed to the organization responsible for the data.

**How Does The Driver’s Record Effect the Carriers Record?**
You are responsible for your driver’s actions, so when a driver is stopped for speeding, failure to obey a traffic control device, hours of service violations, or is involved in a crash, it is reported on the carrier’s SMS Score as well as the driver’s score. Even if you were to dismiss a driver after an incident, the data will stay on your record for a period of 2 years. (The same data stays on the driver’s record for a period of 3 years.)

Even though a driver’s previous record does not transfer to a new carrier when he changes employment, because the SMS is a good predictor of future safety violations, it is a good idea for you to conduct pre-employment screening to ensure that the driver you hire does not have serious risks.

The FMCSA has a [Pre-Employment Screening Program](https://www.fmcsa.dot.gov/pre-employment-screening-program) which will allow you to see the SMS history.
Interventions
If a carrier exceeds the threshold in any BASICs area, it may be prioritized for further monitoring and intervention.

Carriers with safety scores below acceptable thresholds are allowed to participate in Weight Station By-Pass systems (green lights at the scales) and are allowed fewer roadside inspections.

Carriers with safety scores above acceptable thresholds see an increase in roadside inspections and ultimately open the door for audits and enforcement actions.

Enforcements
Enforcements can be triggered by:

- One or more deficient BASICs
- A high crash indicator
- A complaint or fatal crash

When the need for intervention is indicated, one or more of the following can happen:

- Warning Letters: A carrier with any BASIC score over the threshold will likely receive a warning letter informing the carrier that they need to make changes. A carrier in this category will also be given access to their own data (though a carrier does not have to wait to be given this

information; they can request and monitor their SMS scores). What you should do if you receive a warning letter is log in to the SMS system to examine your data and ensure its accuracy. Use the information to identify problem areas and take corrective action.

• Targeted Roadside Inspections: Carriers will be targeted for roadside inspections if their SMS score exceeds the intervention threshold in any of the 7 BASIC levels. A targeted roadside inspection can occur at permanent or temporary roadside inspection locations. The inspection will examine the specific BASIC for which the carrier is deficient.

• Investigations: Continued low grades in the SMS will be cause for investigations, including off-site investigations, on-site focused investigations and on-site comprehensive investigations. An offsite investigation will be conducted by phone, email, fax and/or mail. An on-site focused investigation will be performed if two or fewer BASICs violations exist. The investigation will target the specific problem areas. A comprehensive investigation is similar to a compliance review and takes place at the carrier’s place of business. It is used when a carrier has a broad range of safety problems and continuously exceeds the threshold or has a fatal crash or complaint.

• “Follow-On” Interventions: depending on what the BASICS score indicates, the FMCSA can assign Follow-On actions:
  o Notice of Violation: The Notice of Violation is a formal notice of noncompliance that requires a response from the carrier. It is used when the regulatory violations discovered are severe enough to warrant formal action but not a civil penalty. It is also used in cases where the violation is immediately correctable and the level of cooperation is high. To avoid further intervention, including fines, the carrier must provide evidence of corrective action or initiate a successful challenge to the violation.
  o Notice of Claim: A Notice of Claim (NOC) is issued in cases where the regulatory violations are severe enough to warrant assessment and issuance of civil penalties.
  o Creation of a Cooperative Safety Plan: The cooperative safety plan is a voluntary action initiated by the carrier. The carrier creates a plan based on a standard template to address the underlying problems resulting from the carrier’s substandard safety performance.
  o Settlement Agreement: A settlement agreement will occur when negotiations produce an agreement as to an amount or terms for a payment of a civil penalty. Operations Out Of Service Order (OOS): The Out-of-Service Order will be issued requiring the carrier to cease all motor vehicle operations.

Intervention Thresholds
The Intervention Thresholds for carriers are organized by BASIC and are set based on a given BASIC's relationship to crash risk. The Federal Motor Carrier Safety Administration's analysis has shown that the strongest relationship to crash risk is found with high percentiles in the Unsafe Driving, Hours-of-Service (HOS) Compliance and Crash Indicator BASICS. Therefore, these higher risk BASICS have a lower threshold for interventions than the other BASICS.

Currently, the Intervention Thresholds are as follows:
Interventions can start on any rung of the ladder, they do not necessarily begin with the letter.

Best Practices

- **Check your SMS Scores.** Take note of problem areas and take appropriate action;
- **Update your MCS-150** (CMS Profile) with Vehicle Miles Travelled and Power Unit data, this will impact your SMS percentile;
- Familiarize yourself with all FMCSA regulations and be sure you comply. The FMSCA has published a document “A Motor Carrier’s Guide to Improving Highway Safety” which contains good information;
- Make sure your drivers always wear their seatbelts;
- Conduct **Pre-Employment Screening**;
- Ensure your drivers and employees are well educated on compliance issues. Provide ongoing training in safe driving, driver’s logs, etc.;
- Implement policies and procedures that address each of the BASICs categories;
- Conduct regular drug and alcohol screening;
- Keep your vehicles clean and well-maintained;
- Review driver’s logs and inspections and immediately address any concerns that are uncovered;
- Know **Hours of Service** regulations and stay in compliance with them.

Resources:


SMS Information Center: https://ai.fmcsa.dot.gov/SMS/InfoCenter


State DOTs, Public Safety and Other State Links

Below are links to state websites that specifically address commercial motor vehicle operation.

Alabama:

Department of Transportation: [www.dot.state.al.us](http://www.dot.state.al.us)
Department of Public Safety: [Motor Carrier Safety Unit](http://www.dot.state.al.us/dps/)

Alaska:

Department of Transportation: [www.dot.alaska.gov](http://www.dot.alaska.gov)
Department of Public Safety Bureau of Highway Patrol:
[www.dps.alaska.gov/AST/ABHP/default.aspx](http://www.dps.alaska.gov/AST/ABHP/default.aspx)
Motor Carrier Safety Assistance Program:

Arizona:

Department of Transportation: [www.azdot.gov](http://www.azdot.gov)
Department of Public Safety, Commercial Vehicle Enforcement:
[www.azdps.gov/services/Commercial_Vehicles/](http://www.azdps.gov/services/Commercial_Vehicles/)

Arkansas:

Department of Transportation: [www.arkansashighways.com](http://www.arkansashighways.com)

California:

Department of Transportation: [www.dot.ca.gov](http://www.dot.ca.gov)
PATH: Partners for Advanced Transit and Highways: [http://www-path.eecs.berkeley.edu/](http://www-path.eecs.berkeley.edu/)
California Highway Patrol: [www.chp.ca.gov](http://www.chp.ca.gov)

Colorado:

Department of Transportation: [www.coloradodot.info](http://www.coloradodot.info)
Colorado State Patrol:
Connecticut:
Department of Transportation: http://www.ct.gov/dot/site/default.asp
Department of Emergency Services and Public Protection – State Police:
http://www.ct.gov/despp/site/default.asp

Delaware:
Department of Transportation: www.deldot.gov
Delaware State Police: http://dsp.delaware.gov/

District of Columbia:
Department of Transportation: www.ddot.dc.gov
DC Metropolitan Police Department: http://mpdc.dc.gov/mpdc/site/default.asp

Florida:
Department of Transportation: www.dot.state.fl.us
Department of Highway Safety and Motor Vehicles: www.flhsmv.gov/fhp

Georgia:
Department of Public Safety; Motor Carrier Compliance Division
http://dps.georgia.gov/motor-carrier-compliance-division-0

Hawaii:
Department of Transportation: www.hawaii.gov/dot
Oahu Metropolitan Planning Organization: www.oahumpo.org

Idaho:
Department of Transportation: www.itd.idaho.gov

Illinois: Indiana:
Department of Transportation: www.dot.state.il.us
Illinois State Police: www.isp.state.il.us

Iowa:
Department of Transportation: www.iowadot.gov
Office of Motor Vehicle Enforcement: www.iowadot.gov/mvd/omve/default.htm
Governor’s Traffic Safety Bureau: www.dps.state.ia.us/commis/gtsb/
Kansas:
Department of Transportation: [www.ksdot.org](http://www.ksdot.org/)
Kansas Highway Patrol: [www.kansashighwaypatrol.org](http://www.kansashighwaypatrol.org)

Kentucky:
Transportation Cabinet: [www.transportation.ky.gov/Pages/default.aspx](http://www.transportation.ky.gov/Pages/default.aspx)
Kentucky State Police: [www.kentuckystatepolice.org/cve](http://www.kentuckystatepolice.org/cve)

Louisiana:
Department of Transportation: [www.dotd.state.la.us](http://www.dotd.state.la.us/)

Maine:
Department of Transportation: [www.main.gov/mdot/](http://www.main.gov/mdot/)

Maryland:
Department of Transportation: [www.mdot.maryland.gov](http://www.mdot.maryland.gov)

Massachusetts:
Department of Transportation: [http://www.massdot.state.ma.us/](http://www.massdot.state.ma.us/)
Commercial Inspection Program: [http://www.vehicletest.state.ma.us/commercial.html](http://www.vehicletest.state.ma.us/commercial.html)
Commercial Motor Vehicle Information: [www.mhd.state.ma.us/default.asp?pgid=content/cmvinfo&sid=about](http://www.mhd.state.ma.us/default.asp?pgid=content/cmvinfo&sid=about)

Michigan:
Department of Transportation: [http://www.michigan.gov/mdot/](http://www.michigan.gov/mdot/)
Michigan State Police Commercial Vehicle Enforcement: [http://www.michigan.gov/msp/0,4643,7-123-59877---,00.html](http://www.michigan.gov/msp/0,4643,7-123-59877---,00.html)

Minnesota:
Department of Transportation: [http://www.dot.state.mn.us/](http://www.dot.state.mn.us/)
Minnesota State Police Commercial Vehicles: [https://dps.mn.gov/divisions/msp/commercial-vehicles/Pages/default.aspx](https://dps.mn.gov/divisions/msp/commercial-vehicles/Pages/default.aspx)

Mississippi:
Department of Transportation: [http://mdot.ms.gov/portal/home.aspx](http://mdot.ms.gov/portal/home.aspx)
Mississippi Department of Public Safety Highway Patrol: [http://www.dps.state.ms.us/highway-patrol/mississippi-highway-patrol/](http://www.dps.state.ms.us/highway-patrol/mississippi-highway-patrol/)

Missouri:
Department of Transportation: [http://www.modot.org/](http://www.modot.org/)

Montana:

Nebraska:
Department of Transportation: [http://www.dor.state.ne.us/](http://www.dor.state.ne.us/)
Nebraska State Patrol: [https://statepatrol.nebraska.gov/](https://statepatrol.nebraska.gov/)

Nevada:
Department of Transportation: [http://www.nevadadot.com/](http://www.nevadadot.com/)
Nevada Department of Motor Vehicles Compliance Enforcement: [www.dmvnv.com/ced.htm](http://www.dmvnv.com/ced.htm)
Nevada Highway Patrol: [http://nhp.nv.gov/Commercial.shtml](http://nhp.nv.gov/Commercial.shtml)

New Hampshire:
Department of Transportation: [http://www.nh.gov/dot/](http://www.nh.gov/dot/)

New Jersey:
Department of Transportation: [http://www.state.nj.us/transportation/](http://www.state.nj.us/transportation/)
Port Authority of NY & NJ Trucker’s Resources: [http://www.panynj.gov/truckers-resources/](http://www.panynj.gov/truckers-resources/)

New Mexico:
Department of Transportation: [http://dot.state.nm.us/content/nmdot/en.html](http://dot.state.nm.us/content/nmdot/en.html)
Department of Public Safety: [http://www.dps.nm.org/](http://www.dps.nm.org/)
MVDOnline: [http://www.mvd.newmexico.gov/Commercial-Services/Pages/Home.aspx](http://www.mvd.newmexico.gov/Commercial-Services/Pages/Home.aspx)

New York:
Department of Transportation: [https://www.dot.ny.gov/index](https://www.dot.ny.gov/index)
Port Authority of NY & NJ Trucker’s Resources: [http://www.panynj.gov/truckers-resources/](http://www.panynj.gov/truckers-resources/)

North Carolina:
Department of Transportation: [http://www.ncdot.gov/](http://www.ncdot.gov/)
State Highway Patrol: [https://www.nccrimecontrol.org/Index2.cfm?a=000003,000014](https://www.nccrimecontrol.org/Index2.cfm?a=000003,000014)

North Dakota:
Department of Transportation: http://www.dot.nd.gov/
North Dakota Highway Patrol: http://www.nd.gov/ndhp/

Ohio:
Department of Transportation: http://www.dot.state.oh.us/pages/home.aspx
Public Utilities Commission of Ohio Motor Carrier:

Oklahoma:
Department of Transportation: http://www.okladot.state.ok.us/
Oklahoma Department of Public Safety Highway Patrol: www.dps.state.ok.us/ohp/troops.htm

Oregon:
Department of Transportation: http://www.oregon.gov/odot/dmv/pages/vehicle/comm.aspx

Pennsylvania:
Department of Transportation: http://www.dot.state.pa.us/
Pennsylvania State Police: http://www.psp.state.pa.us

Puerto Rico:
Department of Transportation: http://www.dtop.gov.pr/
Puerto Rico Public Service Commission: http://www.csp.gobierno.pr/

Rhode Island:
Department of Transportation: http://www.dot.state.ri.us/

South Carolina:
Department of Transportation: http://www.dot.state.sc.us/
Department of Public Safety: http://www.scdps.gov/

South Dakota:
Department of Transportation: http://www.sddot.com/
Department of Public Safety Highway Patrol:
www.dps.sd.gov/enforcement/highway_patrol/default.aspx

Tennessee:
Department of Transportation: http://www.tdot.state.tn.us/

Texas:
Department of Transportation: http://www.txdot.gov/
Department of Public Safety: http://www.txdps.state.tx.us/cve

Utah:

Vermont:
Agency of Transportation: [http://www.aot.state.vt.us/](http://www.aot.state.vt.us/)

Virginia:
Department of Transportation: [http://www.virginiadot.org/](http://www.virginiadot.org/)
Virginia State Police: [http://www.vsp.state.va.us/](http://www.vsp.state.va.us/)

Washington:
Department of Transportation: [http://www.wsdot.wa.gov/](http://www.wsdot.wa.gov/)

West Virginia:
Department of Transportation: [http://www.transportation.wv.gov/Pages/default.aspx](http://www.transportation.wv.gov/Pages/default.aspx)
Public Service Commission of West Virginia: [http://www.psc.state.wv.us/div/trans.htm](http://www.psc.state.wv.us/div/trans.htm)

Wisconsin:
Department of Transportation: [http://www.dot.state.wi.us/](http://www.dot.state.wi.us/)
State Patrol Motor Carrier Enforcement:

Wyoming:
Department of Transportation: [http://www.dot.state.wy.us/wydot/](http://www.dot.state.wy.us/wydot/)
Wyoming Highway Patrol: [http://www.dot.state.wy.us/wydot/](http://www.dot.state.wy.us/wydot/)

Acronyms Used in This Document

A&I: Analysis and Information – the online resource for viewing Safety Measurement System data

BASICS: Behavior Analysis and Safety Improvement Categories

CDL: Commercial Driver’s License

CMVs: Commercial Motor Vehicles

CSA: Compliance, Safety, Accountability – program for measuring the safety of commercial motor vehicle carriers and drivers.

CVSA: Commercial Vehicle Safety Alliance

CVSP: Commercial Vehicle Safety Plan

DVIR: Driver’s Vehicle Inspection Reports

HOS: Hours of Service

FMCSA: Federal Motor Carrier Safety Administration

MCSAP: Motor Carrier Safety Assistance Program – a federal grant program that provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles.

OOS: Out of Service

SMS: Safety Measurement System – the actual system used to measure the safety of commercial motor vehicle carriers and drivers (see CSA)

USDOT: United States Department of Transportation