

Roadside Inspection Program: What Inspectors Need to Know

The Roadside Inspection Program is important to the success of Compliance, Safety, Accountability (CSA), the Federal Motor Carrier Safety Administration's (FMCSA) enforcement and compliance program. Roadside Inspectors serve as the first line of defense against those carriers that pose a high crash-risk and they play a critical role in improving commercial motor vehicle (CMV) safety.

Roadside Inspectors Making a Difference

Roadside inspection results are central to FMCSA's Safety Measurement System (SMS). The SMS uses roadside inspection results, along with crash reports, to evaluate carriers' current on-road safety performance, identifying those at highest risk for future crashes for safety interventions. By working to ensure the uniformity and high data quality of all inspections, inspectors play a critical role in helping to reduce CMV crashes throughout the United States.

CSA Impact on Roadside Inspection

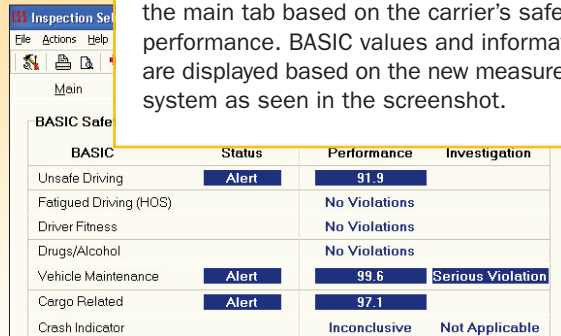
Between February 2008 and June 2010, FMCSA tested the CSA Operational Model in several states and based on the results is implementing the new program nationwide. As part of the test, the FMCSA Inspection Selection System (ISS) and Query Central highlight carriers that have percentiles exceeding the threshold in one or more of the seven Behavior Analysis and Safety Improvement Categories (BASICS) and recommend that inspectors look carefully at those areas during an inspection. CSA's safety benefits rely on high-quality documentation of both inspections with and without violations. Time and clean inspections can help to improve a carrier's safety profile and thereby enable enforcement resources to shift their focus to other carriers that have current safety problems.

All Inspections Count

Roadside inspections are conducted in accordance with the North American Standard Driver/Vehicle Inspection Levels. Compliance and enforcement designed to advance CMV safety are the top priority. **All roadside inspection results count in compiling a carrier's safety profile.** This means that roadside inspections and results are important and have a significant impact on roadway safety.

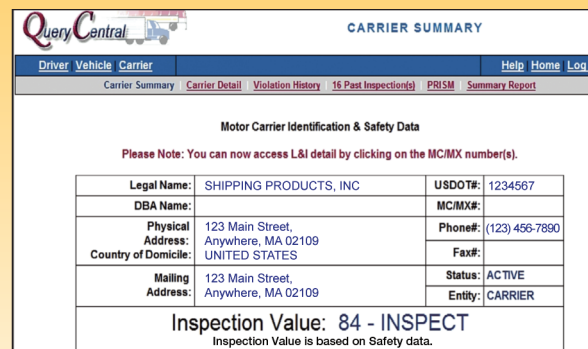
Desktop System

Under CSA, FMCSA updated the ISS and Query Central underlying algorithm, but did not substantively change the look or feel of the display on the main tab. These systems still make a pass/inspect recommendation and show a red, yellow, or green light on the main tab based on the carrier's safety performance. BASIC values and information are displayed based on the new measurement system as seen in the screenshot.



BASIC	Status	Performance	Investigation
Unsafe Driving	Alert	91.9	
Fatigued Driving (HOS)		No Violations	
Driver Fitness		No Violations	
Drugs/Alcohol		No Violations	
Vehicle Maintenance	Alert	99.6	Serious Violation
Cargo Related	Alert	97.1	
Crash Indicator		Inconclusive	Not Applicable

Web-Based System



CARRIER SUMMARY		
Driver	Vehicle	Carrier
Carrier Summary Carrier Detail Violation History 16 Past Inspection(s) PRISM Summary Report		
Motor Carrier Identification & Safety Data		
Please Note: You can now access L&I detail by clicking on the MC/MX number(s).		
Legal Name:	SHIPPING PRODUCTS, INC	USDOT#: 1234567
DBA Name:		MC/MX#:
Physical Address:	123 Main Street, Anywhere, MA 02109	Phone#: (123) 456-7890
Country of Domicile:	UNITED STATES	Fax#:
Mailing Address:	123 Main Street, Anywhere, MA 02109	Status: ACTIVE
		Entity: CARRIER
Inspection Value: 84 - INSPECT		
Inspection Value is based on Safety data.		

ISS and Query Central have BASIC information from SMS. This means that some State Commercial Vehicle Information Exchange Window (CVIEW) systems may show blanks until those systems are updated.










Roadside Violations and the SMS

Safety-related violations found at the roadside are at the foundation of FMCSA's SMS. The SMS quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or worsening.

The SMS uses a motor carrier's data from roadside inspections (including all safety-based violations, State-reported crashes, and the Federal motor carrier census) to quantify performance in seven BASICs.

BASICs & Example Violations

	Unsafe Driving: Operation of CMVs by drivers in a dangerous or careless manner.	Speeding, reckless driving, improper lane change, and inattention. (Federal Motor Carrier Safety Regulation (FMCSR) Parts 392 and 397)
	Hours-of-Service (HOS) Compliance: Operation of CMVs by drivers who are ill, fatigued, or in noncompliance with the HOS regulations. This BASIC includes violations of regulations pertaining to records of duty status (RODS) as they relate to HOS requirements and the management of CMV driver fatigue.	HOS, RODS, and operating a CMV while ill or fatigued. (FMCSR Parts 392 and 395)
	Driver Fitness: Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.	Failure to have a valid and appropriate Commercial Driver's License and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
	Controlled Substances/Alcohol: Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.	Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
	Vehicle Maintenance: Failure to properly maintain a CMV and/or to properly prevent shifting loads.	Brakes, lights, and other mechanical defects, failure to make required repairs, and improper load securement. (FMCSR Parts 392, 393 and 396)
	Hazardous Materials (HM) Compliance: Unsafe handling of HM on a CMV.	Release of HM from package, no shipping papers (carrier), and no placards/markings when required. (FMCSR Part 397 and Hazardous Materials Regulations Parts 171, 172, 173, 177, 178, 179, and 180)
	Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.	

In the CSA Operational Model, Roadside Inspectors lay the foundation for a stronger, performance-driven national CMV safety program.

CSA is FMCSA's enforcement and compliance program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>.

