



**EXAMPLE:**

BASICs Overview

(Based on a 24-month record ending April 22, 2011)

<b>Unsafe Driving</b>
<b>Fatigued Driving (Hours-of-Service)</b>
<b>Driver Fitness</b>
<b>Controlled Substances and Alcohol</b>
<b>Vehicle Maintenance</b>
<b>Cargo-Related</b>
<b>Crash Indicator</b>

**PERFORMANCE**

On-Road	Investigation	=	BASICs Status
55%		=	
28.2%		=	
67.9%		=	
No Violations		=	
89.9%		=	
Not Available	Not Available	=	Not Available
Not Available	Not Applicable	=	Not Available

The SMS assesses the Vehicle Maintenance BASIC using violations recorded during roadside inspections to calculate a measure for individual motor carriers. Violations are weighted by time and severity. These measures are used to generate percentile ranks that reflect each carrier's driver safety compared to carriers with similar numbers of relevant inspections.

A severity weight is assigned to each violation ranging from 1 to 10 (10 being most severe). Out-of-service violations are given an additional 2 point weight. A time weight of 3 (0-6 mo.), 2 (6-12 mo.) or 1 (12-24 mo.) is also assessed based on how long ago the violation occurred. The severity weight is multiplied by its time weight.

Group	Examples of Violations	Severity Weight*
Vehicle Jumping OOS	<ul style="list-style-type: none"> <li>Operating an OOS vehicle</li> </ul>	10
Tires	<ul style="list-style-type: none"> <li>Flat/Fabric exposed or audible air leak</li> <li>Tire tread and/or sidewall separation</li> <li>Tire-ply or belt material exposed or cut, exposing</li> <li>Tire-bus regrooved/recap on front wheel</li> <li>Tire front tread depth less than 4/32 and others 2/32</li> </ul>	8
Suspension	<ul style="list-style-type: none"> <li>Suspension issues including leaf springs, coil springs, torsion bar, air suspension, etc.</li> </ul>	7
Lighting	<ul style="list-style-type: none"> <li>Inoperative/defective lighting, tail lamps, or turn signals. Non-compliant or improper lamps. Lighting obscured/covered.</li> </ul>	6
Steering Mech.	<ul style="list-style-type: none"> <li>Steering mechanism issues</li> </ul>	6
Brakes	<ul style="list-style-type: none"> <li>Brake defects, out of adjustment, air pressure issues, insufficient drum/rotor/lining/pad thickness, etc.</li> </ul>	4
Inspection Reports	<ul style="list-style-type: none"> <li>Driver failing to conduct a pre-trip inspection</li> <li>No or inadequate driver vehicle inspection report (DVIR)</li> <li>No reviewing driver's signature on DVIR</li> <li>Failure to correct defects found in inspections</li> <li>No periodic (annual) inspection</li> </ul>	4

Vehicle Maintenance percentiles above 80% (75% for hazmat and 65% for passenger carriers) generate an alert and may prompt interventions by the FMCSA. By implementing controls to reduce violations, particularly those with **HIGH** severity, carriers can keep their percentile low. There are 220 relevant violations with a severity weight of 4 or more. The chart above illustrates examples of some of these violations.





- VIOLATION SUMMARY		HOS Compliance Violations: 2		
Violations	Description	# Violations	# OOS Violations	Violation Severity Weight
395.8(a)	No driver's record of duty status	1	1	5
395.8(f)(1)	Driver's record of duty status not current	1	0	5

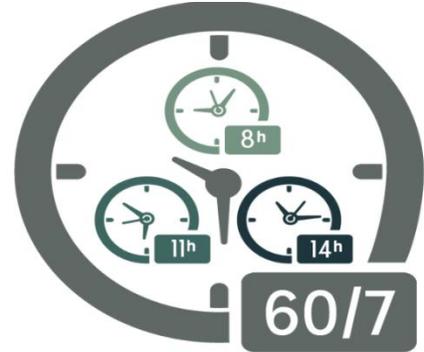
**KNOW THE RULES (On Duty, Off Duty, Driving, Sleeper Berth)**

**On-Duty** – means the driver is on the clock but not physically driving. The driver could be preparing for the trip or finishing tasks at the end of the work shift.

**Off-Duty** – means the driver is not on the clock; nor driving.

**Driving** – the driver is behind the wheel driving.

**Sleeper berth** – the driver is off duty and resting in the trucks' sleeping compartment.



**8-Hour Limit:** This clock is based on consecutive hours and is inclusive of the Driving status and other time including any breaks that are less than 30 minutes. You must stop driving once you've reached 8 hours past the end of your last break of at least 30 consecutive minutes.

**11-Hour Limit:** The clock is tied to your driving status. You cannot exceed 11 total hours of driving from your last 10 hour restart.

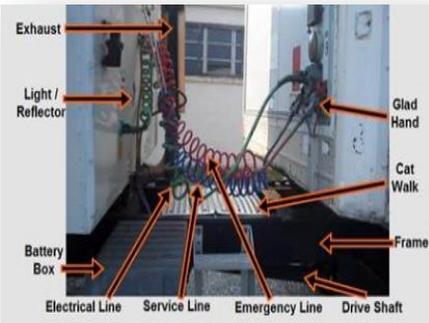
**14-Hour Limit:** A clock tied to On-Duty and Driving statuses. You cannot exceed 14 hours of combined time of On-Duty and Driving since your last 10 hour restart. A helpful tip may be to think of Driving as a sub-category of the On-Duty status.

**60/7 or 70/8 Limit:** Both clocks are connected to On-Duty and Driving statuses. The key with time here is **not** to exceed a combined 60 hours in a 7 day period, or 70 hours in an 8 day period.

**30-Minute Break** – being in Off-Duty or Sleeper Berth status for at least 30 minutes will restart the 8-hour limit.  
**10-Hour Restart** – logging Off-Duty or Sleeper Berth for at least 10 hours will restart both the 11-Hour Driving limit and the 14-hour On-Duty limit.  
**34-Hour Restart** – going to Off-Duty or Sleeper Berth status for at least 34 hours will restart the overall 60/7 or 70/8 limits. However, the 34-hour period must encompass two consecutive night time rest periods from 1 a.m. to 5 a.m.



- VIOLATION SUMMARY		Vehicle Maint. Violations: 1		
Violations	Description	# Violations	# OOS Violations	Violation Severity Weight
396.17(c)	Operating a CMV without proof of a periodic inspection	1	0	4



**Vehicle Maintenance** related issues make up over 80% of all violations among all seven BASICs. CSA violation statistics reinforce the importance of performing vehicle inspections on a regular basis and making sure any obvious vehicle problems are corrected doesn't give inspectors a reason to perform a full roadside inspection. Fleets should be focused on avoiding CSA violations in the first place and having a proper preventive maintenance program in place is a good first step. Maintaining vehicles on a scheduled basis and then using data from those inspection reports is a good way to keep inspectors at bay and CSA scores low, especially in the Maintenance BASIC, which makes up the lion's share of violations. For brakes, lighting and any other maintenance related CSA violations, motor carriers can address issues proactively. If proper inspections are performed and all problems are addressed as soon as possible, the risk of being cited for CSA vehicle maintenance violations can be significantly reduced.



Doing a pre-trip truck inspection is required by the Department of Transportation. Drivers and fleets must be able to show evidence of those inspections. Without proof of a pre-trip inspection, you're facing 4 CSA points in your Vehicle Maintenance BASIC. And that's in addition to any other problems found, such as worn brakes or tires.

- LIGHTS
- BRAKES
- STEERING
- COUPLING
- WHEELS & TIRES
- SUSPENSION

Source: FMCSA

