

CSA for Commercial Motor Vehicle Fleets

Notes

no violation recorded for the Fatigued Driving BASIC during the previous 12 months, **and** those with no violation in this BASIC recorded during the latest inspection.

This leaves carriers with three or more relevant inspections resulting in a Fatigued Driving BASIC violation. The remaining carriers are then ranked on a scale of 0-100 in the peer group based on the number of relevant inspections with zero representing the lowest BASIC Measure and 100 the highest.

Situation B

A trucking company has had five clean inspections (i.e., no violations) in the past 12 months. The carrier's record had just one blemish on it 18 months ago: a cargo securement violation with a severity of 10. The violation resulted in an OOS order. Okay, let's do the math for the **Improper Loading/Cargo Securement BASIC**.

To arrive at the *severity rating*, you take **10** points from the violation severity table and add **2** more points for the OOS order to equal **12**. Since the event was within 12-24 months, the **12** is multiplied by **2** to adjust for the age of the inspection for a total adjusted severity of **24**.

The "clean" inspections are used to normalize the data. By including the clean inspections, the carrier's average will show a more realistic picture of their safety efforts. To factor in the clean inspections, you first need to adjust for the age of these no-violation inspections. You take the number of recent inspections (**5**) and multiply it by **3** since they occurred within the past 12 months to arrive at **15**. You then take the other inspection in the past 24 months (i.e., the 18-month-old inspection) and assign it a quantity of **1** since it is the only inspection in this BASIC for the past 12-24 months. Then **1** is multiplied by the number assigned for its age which is **2**. This single inspection equals **2**. The adjusted number of inspections for the carrier is **17** (i.e., $15 + 2$). To arrive at the Improper Loading/Cargo Securement BASIC Measure you divide the total violations value (24) by the number of adjusted inspections (17) to equal **1.4**.

The Improper Loading/Cargo Securement BASIC will remove those carriers that do not have enough history to arrive at a percentile. Carriers with less than 5 relevant inspections or no inspections resulting in at least one BASIC violation are removed. In this example, the carrier has had 6 relevant inspections. They move on to the next step.

More carriers are removed from the grouping from the percentile ranking: those with no violation recorded for the Improper Loading/Cargo Securement BASIC during the previous 12 months, **and** those with no violation in this BASIC recorded during the latest inspection. Since the only recent roadside inspection resulting in a violation in this BASIC occurred 18 months ago, and the most recent inspection did not have a violation, this carrier is removed from the percentile ranks. Those that remain will have had five or more relevant inspections resulting in a violation in the BASIC.

Safety Evaluation

? Did You Know

CSA 2010 has set “limits” on how much one inspection can be held against one BASIC. When an inspection is entered into the system, “stacked” violations (i.e., the same violation repeating over and over on the report) are not considered. Violations are only counted once. For example, if you have two brake lights out, it is only counted as one violation. However, if you have one brake light out and one tire with minimal tread, they both appear under the same BASIC but are counted because this not stacking. Had there been multiple tires with minimal tread depth, it counts only once in the scoring.

Also, the FMCSA has stated that they will be placing a “limit” on how many “points” one inspection can put into one BASIC. If a carrier receives multiple violations in the same BASIC, the total severity weight for all cannot exceed 30.

Situation C

During a roadside inspection a month ago, the driver is cited for not keeping his log current (§395.8(f)(1)), but from the information entered over the past 24 hours and toll receipts, the inspector can clearly the driver was violating the 14-hour rule (§395.3(a)(2)). In addition, the driver only had the past 2 days worth of logs with him (§395.8(k)(2)). Based on the Out-of-Service Criteria, the driver was placed out of service based on two of the offenses.

First, you must look up the 3 violations in the severity weighting tables:

- Section 395.8(f)(1) is weighted 5.
- Section 395.3(a)(2) is weighted 7, plus 2 for OOS = 9.
- Section 395.8(k)(2) is weighted 5, plus 2 for OOS = 7.

The total is 21 for the Fatigued Driving BASIC. Had the above scenario had more hours-of-service violations, the severity weight could easily have been over 30. The system stops counting at 30 for one single BASIC severity weight for one single inspection.

You then multiply the total severity weight rating for the BASIC with either 1, 2, or 3 depending when it occurred. In this case, you take 21×3 (since it occurred within the past 6 months) to equal 63.

You Do the Math

The following is a scenario that could happen at any carrier. Let’s see if you can come up with the violation value using the Severity Weighting Tables provided at the end of the minor tab.

A driver operating your CMV is pulled over for speeding. This event took place 11 months ago. During this particular roadside inspection,

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