

Performance and Registration Information Systems Management PRISM

Law Enforcement Training Manual

Insert Law Enforcement Agency Name

Identification of the Motor Carrier Responsible for Safety,
FMCSA Out-of-Service Carriers, Targeted Vehicles
and Roadside Enforcement Actions

Insert Training Date



Federal Motor Carrier Safety Administration
Office of Enforcement and Compliance
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Preface

The PRISM Law Enforcement Training Manual has been developed to fulfill the PRISM Law Enforcement requirement that states provide PRISM training to Commercial Motor Vehicle Inspectors, Crash Investigators and interested Traffic Enforcement officers. It is specific to the PRISM Program and the identification of Out-of-Service Carriers and Vehicles. Although useful to a motor carrier inspector, it is not MCSAP Training and does not reference trailers, equipment, or regulations pertaining to equipment.

The purposes of this training are to instruct motor carrier inspectors how to identify FMCSA Out-of-Service carriers and vehicles in both Interstate and Intrastate* Commerce; and using the PRISM Targeted vehicle file to identify vehicles targeted by FMCSA for additional inspections because of past poor safety performance.

This training emphasizes the identification of carriers that are using their vehicles in Interstate and Intrastate commerce while an FMCSA Out-of-Service Order is in effect.

It also contains information on interpreting a PRISM power unit registration cab card, and identifying the motor carrier responsible for safety (MCRS) and vehicles targeted for inspection by FMCSA.

When a state enters the PRISM program, the commercial vehicle registration system is enhanced to collect and validate USDOT Numbers for the motor carrier responsible for safety of all vehicles registered. Additional tools are also provided for law enforcement to use at the roadside to identify carriers and vehicles under a Federal Out-of-Service order or targeted for inspection at the roadside. Moreover, if the motor carrier responsible for safety it under a Federal Out-of-Service order, registration sanctions may be applied by the State Registration office.

This manual describes the various technologies available to access information at the roadside. The State will need to customize these sections by eliminating any sections for a technology that the State does not use. Lastly, the State must customize the section on what to do when the State has stopped a Federal Out-of-Service vehicle at the roadside to match the laws/authority of each State.

To be sure you have the most current information, check the PRISM section of the FMCSA website, available at: <http://www.fmcsa.dot.gov/information-systems/prism/prism-document-library> for the latest version of this training package.

*As of 2003, vehicles operating in an Intrastate movement while under an Out-of-Service Order for Imminent Hazard or Unsatisfactory / Unfit are forbidden from both Interstate and Intrastate movements (Refer to 49 CFR 385.13(d) and sample letters in Appendix A)

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1. What is PRISM?

The Performance and Registration Information Systems Management (PRISM) program was developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population. It has increased the efficiency and effectiveness of Federal and State safety efforts through a more accurate process for targeting the highest-risk carriers.

FMCSA through various safety programs require that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal Out-of-Service Order and concurrent vehicle registration suspensions by the States. The PRISM program has proven to be an effective means of getting motor carriers to improve their compliance and performance deficiencies.

The PRISM program includes two major processes - the Commercial Vehicle Registration Process and Law Enforcement, which work in parallel to identify motor carriers and hold them responsible for the safety of their operation.

Commercial Vehicle Registration

The International Registration Plan (IRP) commercial vehicle registration process of the 49 member jurisdictions provides the framework for the PRISM program. Registration is the initial point of contact in the PRISM process between the motor carrier responsible for safety and the government. PRISM establishes a link between the Motor Carrier Responsible for safety (MCRS) and associated vehicles registered commercially. The Plate Number or VIN can always be traced back to the responsible carrier for safety and brings safety down to the vehicle level.

Registration establishes a system of accountability. The state collects and validates the carrier's USDOT Number to ensure accountability, as the state will not plate a vehicle that has not identified an entity that is responsible for its safe operation during the registration year. Using the USDOT number, the State can check the safety fitness of each carrier prior to issuing vehicle registrations. Those motor carriers that the Federal Motor Carrier Safety Administration (FMCSA) has prohibited from operating in interstate or intrastate commerce will have their ability to register vehicles denied by the State. Also, if a carrier is issued an Out-of-Service Order after registration has been issued, PRISM notifies the issuing jurisdiction and if legislation to suspend, revoke or cancel is in place that jurisdiction will suspend, revoke or cancel the plate. The use of registration sanctions provides a powerful incentive for unsafe carriers to improve their safety performance.

In addition to denying registrations to carriers under a Federal Out-of-Service Order, PRISM States also bar-code their cab cards. Bar-coding improves the accuracy of information recorded at the roadside and speeds up the inspection process resulting in improved efficiencies for roadside enforcement officers as well as the motor carrier industry.

Enforcement

The key requirement for Law Enforcement in PRISM States is to identify carriers and vehicles operating on the highway while under a FMCSA Out-of-Service Order and identify vehicles targeted by FMCSA for inspection and take appropriate action.

Check EVERY vehicle, EVERY time for Federal Out-of-Service!

PRISM Law Enforcement Requirements

There are 6 requirements, listed below, for Law Enforcement in PRISM States. The focus of this training manual will be on requirements 1 and 2, Identifying FMCSA Out-of-Service and PRISM Targeted vehicles at the roadside. This manual is also provided to help fulfill requirement 6, PRISM Law Enforcement Training

1. Identify vehicles assigned to carriers under a Federal OOS order or operating without operating authority when operating authority is required and take the appropriate enforcement action by placing the vehicle Out-of-Service.
2. Identify vehicles assigned to carriers on the PRISM Target File and prioritize those carriers for inspection.
3. In probable cause states, obtain authority to consider as a probable cause the FMCSA OOS condition and/or OOS order against the DOT number of the motor carrier responsible for safety.
4. Seek and implement authority to remove the license plates from vehicles associated with motor carriers that have been suspended for operating under a Federal OOS order.
5. Implement procedures to determine how to correct the unassigned or incorrectly assigned safety events.
6. Ensure PRISM training is provided to all enforcement officers.

2. Identify the Motor Carrier Responsible for Safety (MCRS)

Since PRISM is a data driven program, the quality of the SMS rankings is only as accurate as the carrier safety data. Therefore, it is crucial that States make every effort to assure current, correct safety data and account for all events. It is important to identify the USDOT Number of the Motor Carrier Responsible for Safety. Make sure to enter the proper USDOT Number into CMV inspection reports, crash reports and traffic citations.

Registrant vs. Motor Carrier Responsible for Safety

At the time of vehicle registration, the IRP office collects information for the following two entities: the Registrant and the Motor Carrier Responsible for Safety. It is important for all Law Enforcement officers to understand the difference between a Vehicle Registrant and a Motor Carrier Responsible for Safety.

What is a Registrant?

The Registrant is the entity that pays for the vehicle registration plate. A Registrant can also be referred to as the IRP Account Holder. A Registrant is not required to have a USDOT Number, but may have a USDOT Number if they are also a Motor Carrier.

What is a Motor Carrier Responsible for Safety?

The Motor Carrier that is responsible for the safe operation of the vehicle. This entity must be an "Interstate Motor Carrier" and the USDOT number of the MCRS must be displayed on both sides of the power unit.

Methods to Identify the MCRS

To identify the MCRS, the inspector should start with the side of the truck and query the USDOT Number displayed to see if it matches with the cab card information. If it does match the cab card, then the MCRS should be properly displayed and included in the cab card, as shown in the examples on pages 6-8. If the USDOT Numbers are not consistent, keep on looking. Check the shipping papers, lease agreement, and interview the driver to identify his/her employer/carrier.

If the power unit is registered in a PRISM State, then check the cab card to determine if a MCRS is listed. If it is listed, it was not expected to change during the registration year. Keep in mind this is the best information available at the time of registration. This could change. If the motor carrier name is listed and therefore not expected to change, look at the registrant name. If they are the same, then MCRS is most likely what is listed on the card.

Registration Plates Associated with an Out-of-Service USDOT Number

There currently is no PRISM Requirement that after initial vehicle registration that a Registrant must notify their base state IRP Jurisdiction when the Registrant switches to a different MCRS and update their current cab card. As a result, the information in the PRISM Targeted Vehicle File will not be updated and that vehicle will be associated with the Out-of-Service USDOT Number until the Registrant notifies their Base state Jurisdiction and supplies updated MCRS information.

Enforcement Officers using E-screening will be capturing Out-of-Service data on the plate because it is associated with an Out-of-service carrier. If the registration has been Suspended/Revoked or Cancelled by the base Jurisdiction because of a Federal Out-of-Service order the plate remains Suspended until such time as it is associated with a MCRS that is not Out-of-Service.

Enforcement Officers should encourage carriers to contact their base state DMV and change the MCRS so that the plate is no longer associated with an OOS MCRS.

Short Term Leasing

Inspectors will encounter vehicles whose MCRS changes frequently and this is due to a carrier contracting to move freight on a short term basis. These lease agreements, some for as short as days or weeks should include MCRS information and the USDOT Number of the MCRS, which should be displayed on both sides of the power unit.

The MCRS changes every time a new lease is issued and a PRISM certified cab card issued at the time of registration should indicate that the MCRS is expected to change during the registration period. Inspectors should be careful to ascertain the correct MCRS by asking to review the lease agreement so that the crash or inspection is credited to the proper MCRS's USDOT Number.

3. PRISM IRP Compliant Cab Cards

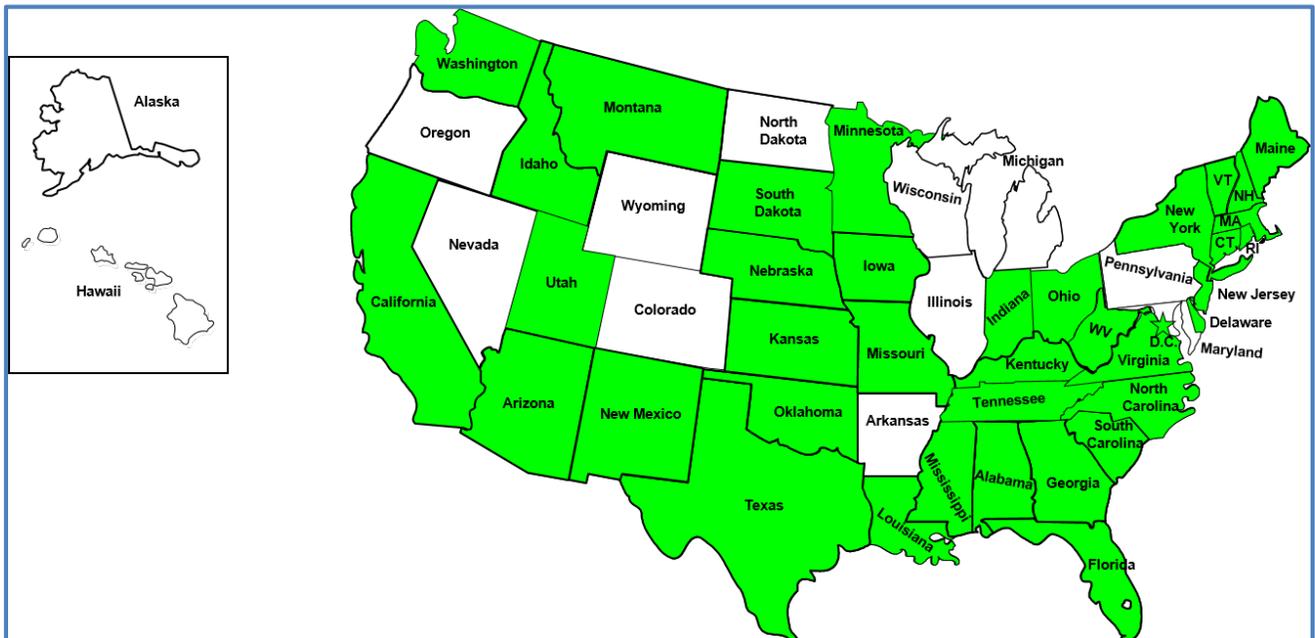
One of the requirements for the registration offices in PRISM States is to modify their cab cards with two major additions. The first is to include the MCRS information on the cab card, in addition to the Registrant. This helps the law enforcement officer at the roadside to identify the USDOT Number of the MCRS. The second change is to include a barcode. The barcode contains the information displayed on the cab card in a data format that can be easily captured by barcode readers and imported into inspection systems such as ASPEN. Barcoding improves the accuracy of information recorded at the roadside and speeds up the inspection process.

The following pages include three samples of Cab Cards for different scenarios:

- Registrant and Motor Carrier Responsible for Safety are the same
- Registrant and Motor Carrier Responsible for Safety are different – Not expected to change
- Registrant and Motor Carrier Responsible for Safety are different – Expected to change

Notice of Caution: When using the information displayed on a cab card to determine the motor carrier responsible for safety, be advised that not all jurisdictions that barcode information on their cab cards are PRISM Compliant and predetermine the motor carrier responsible for safety. Some of the states that are not PRISM Compliant are barcoding their cab cards with the registrant information, which may or may not also be the MCRS.

The States colored in green in the map below are barcoding their cab cards based on PRISM cab card specifications.



Cab Card Example 1

Registrant and MCRS are the same

In this case, the Registrant and MCRS are the same company. If the MCRS is not expected to change during the registration period, the card will contain the carrier information in the barcode. In addition, the cab card displays the name, mailing address and USDOT Number for the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant

ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST			
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000		
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT		
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003	FUEL D	Same Company	
OWNER/LESSOR						

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

AL: 80000	AR: 80000	AZ: 80000	CA: 80000	CO: 80000	CT: 80000	DC: 80000
DE: 80000	FL: 80000	GA: 80000	IA: 80000	ID: 80000	IL: 80000	IN: 80000
KS: 80000	KY: 80000	LA: 80000	MA: 80000	MD: 80000	ME: 80000	MI: 80000
MN: 80000	MO: 80000	MS: 80000	MT: 80000	NC: 80000	ND: 80000	NE: 80000
NH: 80000	NJ: 80000	NM: 80000	NV: 80000	NY: 80000	OH: 80000	OK: 80000
OR: 80000	PA: 80000	RI: 80000	SC: 80000	SD: 80000	TN: 80000	TX: 80000
UT: 80000	VA: 80000	VT: 80000	WA: 80000	WI: 80000	WV: 80000	WY: 80000
AB: 36287	BC: 36287	MB: 36287	NB: 36287	NL: 36287	NS: 36287	ON: 36287
PE: 36287	QC: 6	SK: 36287	*** **	*** **	*** **	*** **

Canadian Provinces are shown in Kilograms, Quebec is shown in axles, all other jurisdictions are shown in Pounds.

Carrier Responsible for Safety

USDOT Number: 0123456
ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002



Cab Card Example 2

Registrant and MCRS are Different - MCRS is NOT Expected to Change

In this case, the Registrant and MCRS are different. If the MCRS is not expected to change during the registration period, the card will contain the carrier information in the barcode. In addition, the cab card displays the name, mailing address and USDOT Number for the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant

ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST	
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003	FUEL D
OWNER/LESSOR				

Different Company

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

AL: 80000	AR: 80000	AZ: 80000	CA: 80000	CO: 80000	CT: 80000	DC: 80000
DE: 80000	FL: 80000	GA: 80000	IA: 80000	ID: 80000	IL: 80000	IN: 80000
KS: 80000	KY: 80000	LA: 80000	MA: 80000	MD: 80000	ME: 80000	MI: 80000
MN: 80000	MO: 80000	MS: 80000	MT: 80000	NC: 80000	ND: 80000	NE: 80000
NH: 80000	NJ: 80000	NM: 80000	NV: 80000	NY: 80000	OH: 80000	OK: 80000
OR: 80000	PA: 80000	Ri: 80000	SC: 80000	SD: 80000	TN: 80000	TX: 80000
UT: 80000	VA: 80000	VT: 80000	WA: 80000	WI: 80000	WV: 80000	WY: 80000
AB: 36287	BC: 36287	MB: 36287	NB: 36287	NL: 36287	NS: 36287	ON: 36287
PE: 36287	QC: 6	SK: 36287	*** **	*** **	*** **	*** **

Canadian Provinces are shown in Kilograms, Quebec is shown in axes, all other jurisdictions are shown in Pounds.

Carrier Responsible for Safety

USDOT Number: 7654321
XYZ TRUCKING
600 MAPLE ROAD
OTHERTOWN, PA 21001

Cab Card Example 3

Registrant and MCRS are Different - MCRS is expected to change

If the MCRS field is blank, or displays a message that the MCRS is expected to change, then the lease arrangement at the time of registration was not expected to remain in effect for the entire registration year. You should also check the shipping papers and driver logs as well as a lease agreement, if present, to determine the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant

ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT 17000	
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003	FUEL D	FLEET# 1

OWNER/LESSOR

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

AL: 80000	AR: 80000	AZ: 80000	CA: 80000	CO: 80000	CT: 80000	DC: 80000
DE: 80000	FL: 80000	GA: 80000	IA: 80000	ID: 80000	IL: 80000	IN: 80000
KS: 80000	KY: 80000	LA: 80000	MA: 80000	MD: 80000	ME: 80000	MI: 80000
MN: 80000	MO: 80000	MS: 80000	MT: 80000	NC: 80000	ND: 80000	NE: 80000
NH: 80000	NJ: 80000	NM: 80000	NV: 80000	NY: 80000	OH: 80000	OK: 80000
OR: 80000	PA: 80000	RI: 80000	SC: 80000	SD: 80000	TN: 80000	TX: 80000
UT: 80000	VA: 80000	VT: 80000	WA: 80000	WI: 80000	WV: 80000	WY: 80000
AB: 36287	BC: 36287	MB: 36287	NB: 36287	NL: 36287	NS: 36287	ON: 36287
PE: 36287	QC: 6	SK: 36287	*** **	*** **	*** **	*** **

Canadian Provinces are shown in Kilograms, Quebec is shown in axles, all other jurisdictions are shown in Pounds.

Carrier Responsible for Safety

**THE CARRIER RESPONSIBLE FOR SAFETY
IS EXPECTED TO CHANGE DURING THE
REGISTRATION PERIOD**



When the MCRS is expected to change only the vehicle information is contained in the Bar-Code.

4. Identifying FMCSA Out-of-Service Vehicles

FMCSA will place a carrier under a Federal Out-of-Service order for the reasons listed in the table below.

<u>FMCSA OOS Reasons</u>
*Imminent Hazard
*Unsatisfactory/Unfit Motor Carrier
Failure to Pay Fines due to Safety Violation
Operating Without Authority
New Entrant Revoked - Expedited Actions
New Entrant Revoked - Failure of Safety Audit
New Entrant Revoked - Refusal of Safety Audit

***Note:** After 2003, Imminent Hazard and Unsatisfactory/Unfit Carriers are ordered to cease and desist in both Interstate and Intrastate Commerce. Refer to section 385.13 and see Example letters in Appendix 'A'.

Biennial Update Not Completed

In addition to the Out-of-Service reasons listed above, the PRISM Target File contains carriers that have not completed their Biennial Update with FMCSA, along with their associated vehicles. Biennial Update Not Completed is not an Out-of-Service order.

Roadside law enforcement has been directed by FMCSA to cite and release the vehicle, using citation number **392.9b (a)**.

Registration Offices will deny registration to this type of carrier, until they update their information with FMCSA. The State also has the option to suspend registrations for this reason, depending on State legislation and/or preferences.

There are multiple methods available to obtain targeted carrier and vehicle information. In the figure below, six common methods are identified along with information on the timeliness of each method. As you will see, both Query Central and the smartphone application QCMobile provide “Real-Time” information on Federal Out-of-Service Orders and is the authoritative source. ISS information provides adequate information for determining whether to perform an inspection; however, because ISS is updated only monthly, check Query Central before enforcing an OOSO to be sure it is still in effect.

FMCSA Tools to Identify Out-of-Service

Tools Available	Access	Data Timeliness
Query Central	Online via FMCSA Portal	Real-Time
QCMobile	Smartphone App	Real-Time
Nlets	State ACQ/AVQ Queries	Up to 24 hrs.
ISS	Download from InfoSys	Monthly
CVIEW	State CVISN System	Up to 24 hrs.
SAFER	Online Public Website	Real-Time*

*The public SAFER Web site will provide real-time OOS information for Active USDOT numbers *only*. If the USDOT number is Inactive and OOS, the SAFER Web site will not display the OOS alert message.

Query Central

Query Central is FMCSA’s Authoritative Source for providing real time information regarding Federal Out-of-Service, Operating Authority and Insurance Information. FMCSA Service Centers add and remove OOS USDOT numbers in MCMIS and a carrier is OOS until such time that the OOSO is rescinded and removed by a Service Center employee.

Query Central provides inquiry capability by USDOT Number, Carrier Name, VIN Number, and Plate Number/State. Query Central uses the SAFER-PRISM database for much of its data and also uses the FMCSA’s Motor Carrier Management Information System (MCMIS) database for OOSO information. Query Central requires connection through the FMCSA COMPASS Portal.

Note: The red “Alert” on the top line shows that Query Central verified in real time through MCMIS that the USDOT number associated with this vehicle is Out-of-Service.

Query Central

Driver | Vehicle | **Carrier**
Help | Home

Carrier Summary | **Carrier Detail** | Violation History | No Past Inspections | PRISM | Summary Report

ALERT: Carrier is currently under a Federal OOS

OOS Date: 01/15/2015	State:	Reason: NEW ENTRANT REVOKED - FAILURE OF SAFETY AUDIT	Rescinded Date:
For further information, please contact the appropriate FMCSA Service Center .			
Click here to review a reference to the applicable section of 49 CFR			

Motor Carrier Identification & Safety Data
Please Note: You can now access L&I detail by clicking on the MC/MX number(s).

Legal Name:	D&E EQUIPMENT SERVICES LLC	USDOT#:	1262024
DBA Name:		MC/MX#:	
Physical Address:	1247 QUAIL RUN RD POWHATAN, VA 23139	Phone#:	(804)598-5373
Country of Domicile:	UNITED STATES	Fax#:	(804)598-1668
Mailing Address:	PO BOX 1021 POWHATAN, VA 23139	Status of USDOT #:	INACTIVE
		Entity:	CARRIER

Inspection Value: 100 - INSPECT
Inspection Value is based on lack of safety performance data.

Located beneath the red alert bar for a Federal Out-of-Service carrier, there is a link named “Click here” to review a reference to the applicable section of 49 CFR. Use this link to bring up the list of OOS 49 CFR cites for all the OOS reasons.

ALERT: Carrier is currently under a Federal OOS

OOS Date: 01/15/2015	State:	Reason: NEW ENTRANT REVOKED - FAILURE OF SAFETY AUDIT	Rescinded Date:
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For further information, please contact the appropriate [FMCSA Service Center](#).

[Click here](#) to review a reference to the applicable section of 49 CFR

https://portal.fmcsa.dot.gov/?SID=133D7814-AE77-4CBF-B7E2-0F048C8CFD4E - OOS 49 CFR - Windows Internet Explor...



[Back to Carrier Summary](#)

OOS Description	Section Number
Failure to Pay Fine - Private Carrier	386.83(a)(1)
Failure to Pay Fine - For-Hire Carrier	386.83(a)(1)
UNSAT/UNFIT - Placarded HM & Passenger Carriers	385.13(a)(1)
UNSAT/UNFIT - Property Carriers	385.13(a)(2)
New Entrant - Failure of Safety Audit	385.325(c)
New Entrant - Refusal of Audit/No Contact	385.337(b)
New Entrant - Expedited Actions	385.308(d)
Imminent Hazard – Motor Carrier	386.72(b)(4)
Imminent Hazard – Intermodal Equipment Provider	386.72(b)(4)
MX carrier (inadequate corrective action)	385.105(b)
MX carrier UNSAT/UNFIT	385.111(a)
MX carriers (suspended operating authority for UNSAT rating or failed Safety Audit)	385.111(c)(1)
MX carriers (revoked operating authority)	385.111(c)(2)

MC/MX number(s).

USDOT#:	126202
MC/MX#:	
Phone#:	(804)59
Fax#:	(804)59
us of USDOT #:	INACT
Entity:	CARRI

PECT
ata.

recommended.

To obtain the list of targeted vehicles associated with this OOS carrier, click on the PRISM link from the menu bar at the top of the screen.

The Carrier PRISM Summary screen will then be displayed, as shown in the screenshot below. Information about the targeted vehicles is displayed in a list, containing the VIN, License Plate Number, State, Make, Registration Dates, and Status. The Status column will provide State suspension notices and also display whether the vehicle registration is active or inactive, as seen in the next section.

Query Central

Driver | Vehicle | Carrier | Help | Home

Carrier Summary | Carrier Detail | Violation History | No Past Inspections | **PRISM** | Summary Report

PRISM Information for: D&E EQUIPMENT SERVICES LLC

MCSIP Step:	64 -- Federal OOS: New Entrant-Failure of Safety Audit
Tax ID#:	EIN: xxxxxxxxxx
MCS-150 Date:	02/06/2015

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1HTSCAAN5SH672918	34298P	VA	INTE	1995	02/01/2015	04/30/2015	STATE SUSPENSION DUE TO FEDERAL OOS

State Vehicle Registration Suspensions

A new Alert message was added to Query Central in May of 2011. This is for a vehicle that has been suspended by the State due to a Federal Out-of-Service Order. The message is in the Status column to the far right of the vehicle information.

Query Central

[Driver](#) | [Vehicle](#) | [Carrier](#)
[Help](#) | [Home](#)

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

PRISM Information for: D&E EQUIPMENT SERVICES LLC

MCSIP Step:	64 -- Federal OOS: New Entrant-Failure of Safety Audit
Tax ID#:	EIN: xxxxxxxx
MCS-150 Date:	02/06/2015

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1HTSCAAN5SH672918	34298P	VA	INTE	1995	02/01/2015	04/30/2015	STATE SUSPENSION DUE TO FEDERAL OOS

The status column at the far right side has been added to the PRISM Vehicle information. The status may indicate a State suspension, or show whether the vehicle's current registration is active or inactive.

The message ACTIVE indicates that the registration is current, while the INACTIVE message indicates that the registration is expired.

Active Vehicle Registration

PRISM Targeted Vehicle Information							
VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1XKADB9X57J156807	84736PY	VA	KENW	2007	03/01/2015	02/28/2016	ACTIVE
1XKWDB9X05J097944	86870PY	VA	KENW	2005	03/01/2015	02/28/2016	ACTIVE

Inactive Vehicle Registration

PRISM Targeted Vehicle Information							
VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1XKADR9X5SJ666365	87483PY	VA	KW	1995	09/01/2014	09/30/2014	INACTIVE

Check Operating Authority

Query Central can also be used to check for proper Operating Authority. First determine if Operating Authority is required:

- Interstate for-hire carriers of regulated property & passengers require Operating Authority (An ACTIVE MC number)
- Operating Authority Not Required for:
 - Intrastate Transportation
 - Private Property Transportation
 - Transportation of Exempt Commodities

If Operating Authority is required, the MC/MX# in the Carrier Summary screen should have a value. If not the carrier is operating without proper authority. If there is a value, it provides a link to the License & Insurance Summary Screen. This screen should be used to determine if the proper authority is present and if it is active.

Query Central

Driver | Vehicle | **Carrier**
Help | Home

Carrier Summary | [Carrier Detail](#) | [Violation History](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

ALERT: This carrier does not have operating authority. For further information, contact the FMCSA Information Line at 1-800-832-5660.

ALERT: This carrier has an inactive USDOT Number per 49 CFR 390.19(b)(4): Biennial update of MCS-150 data not completed.

Motor Carrier Identification & Safety Data

Please Note: You can now access L&I detail by clicking on the MC/MX number(s).

Legal Name:	MICHAEL A GUNNOE	USDOT#:	605700
DBA Name:	K & M DELIVERY	MC/MX#:	327276
Physical Address: Country of Domicile:	1400 SOUTH SAND BRANCH RD MOUNT HOPE, WV 25880 UNITED STATES	Phone#:	(304)877-5829
		Fax#:	(304)877-0057
Mailing Address:	1400 SOUTH SAND BRANCH RD MOUNT HOPE, WV 25880	Status of USDOT #:	ACTIVE
		Entity:	CARRIER

Inspection Value: 44 - PASS

Inspection Value is based on Safety data.

Clicking on the MC/MX# will provide the screen shown below.

Query Central

Driver | Vehicle | Carrier | Help | Home

Carrier Summary | Carrier Detail | Violation History | L&I Detail | No Past Inspections | PRISM | Summary Report

ALERT: This carrier does not have operating authority. For further information, contact the FMCSA Information Line at 1-800-832-5660.

License & Insurance Information for: **MICHAEL A. GUNNOE**

Common Authority		Contract Authority		Broker Authority	
Status:	INACTIVE	Status:	NONE	Status:	NONE
Application Pending:	NO	Application Pending:	NO	Application Pending:	NO
Revocation Pending:	NO	Revocation Pending:	NO	Revocation Pending:	NO

Operating Authority Types		Insurance Amounts			
Property:	YES	Liability Required:	\$750,000	Liability on File:	\$0
Passenger:	NO	Cargo Required:	\$0	Cargo on File:	\$0
Household Goods:	NO	Bond Required:	\$0	Bond on File:	\$0

The word YES does not mean the carrier has the authority, it means that Property Authority IS REQUIRED

L&I Website Information

Select L&I link to verify

In the CVSA North American OOS Criteria Manual, Part IV – Administrative, the following descriptions are provided for the sanctions and section numbers applied to carriers operating without the required authority.

- **OPERATING AUTHORITY** - Operating a motor vehicle without the required operating authority or beyond the scope of the motor carriers' operating authority.
 - Authority Required - 392.9a(a)(1)
 - Beyond Scope - 392.9a(a)(2)

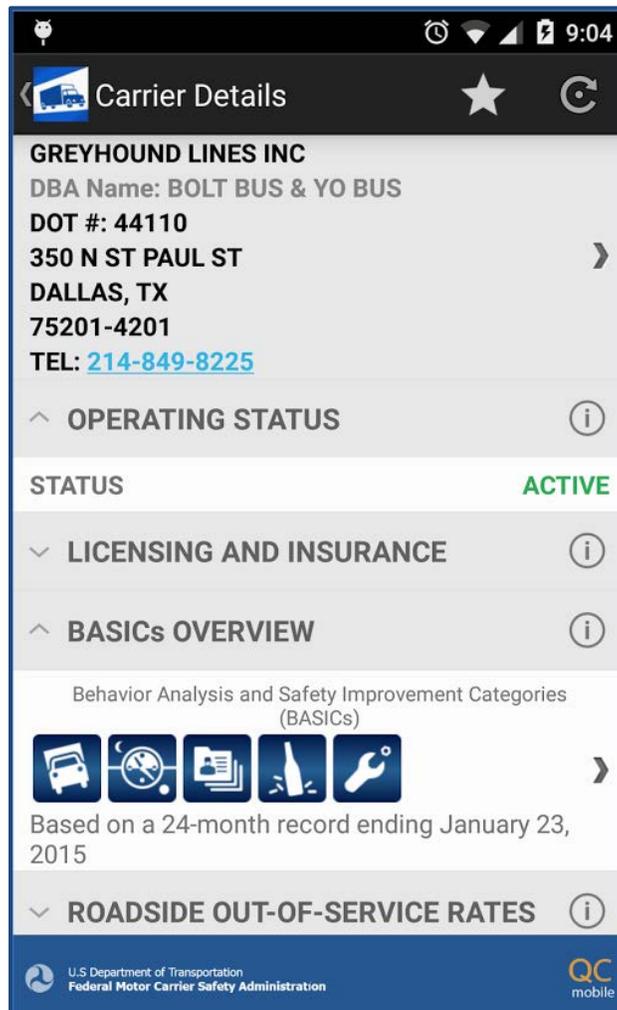
Declare vehicle out-of-service until proper operating authority is obtained.

OCMobile Smartphone Application

FMCSA has developed a Smartphone version of Query Central that can be downloaded and accessed by the both the public and enforcement personnel. Anyone can access information about a carrier searching by the Carrier Name or USDOT# and can access the following information:

- Operating Status
- Licensing and Insurance
- BASICs Overview
- Roadside Out-of-Service Rates
- Crashes
- Safety Rating

Enforcement personnel who can log into Query Central mobile using their FMCSA Portal account can additionally access the Carrier's ISS Score.



PRISM Nlets Query

In addition to the Nlets vehicle queries already available to law enforcement, PRISM provides inquiry capability by USDOT Number for a Carrier Status Request (ACQ) and either VIN or License Plate and State for Vehicle Status Request (AVQ) for targeted information. Nlets uses the PRISM Target File for both Carrier and Vehicle inquiries.

Carrier Status Request (ACQ) by USDOT Number and Vehicle Status Request (AVQ) by Plate/State or VIN

All Nlets Carrier Status Response Messages provide the exact same data elements. The differences will be noticed in the Heading that appears above the data fields.

Nlets-PRISM Queries only return data when the Carrier is under a Federal OOS or the vehicle is targeted for inspection. If a "NOT ON FILE" response is returned, always run an ACQ query by USDOT Number to determine if the Carrier is Out-of-Service or targeted for inspection. Remember the Nlets information is not updated in real time. Confirm if an OOSO is still in effect using Query Central.

Nlets Carrier Status Response Sample PRISM Carrier Data

Officer does a Carrier Status Request (ACQ) and enters USDOT Number 9999999

MSG FROM NLETS 3745
ACR.AVLIC0000. TO: DEST PA07710B5
***MRI0056917.**
TXT

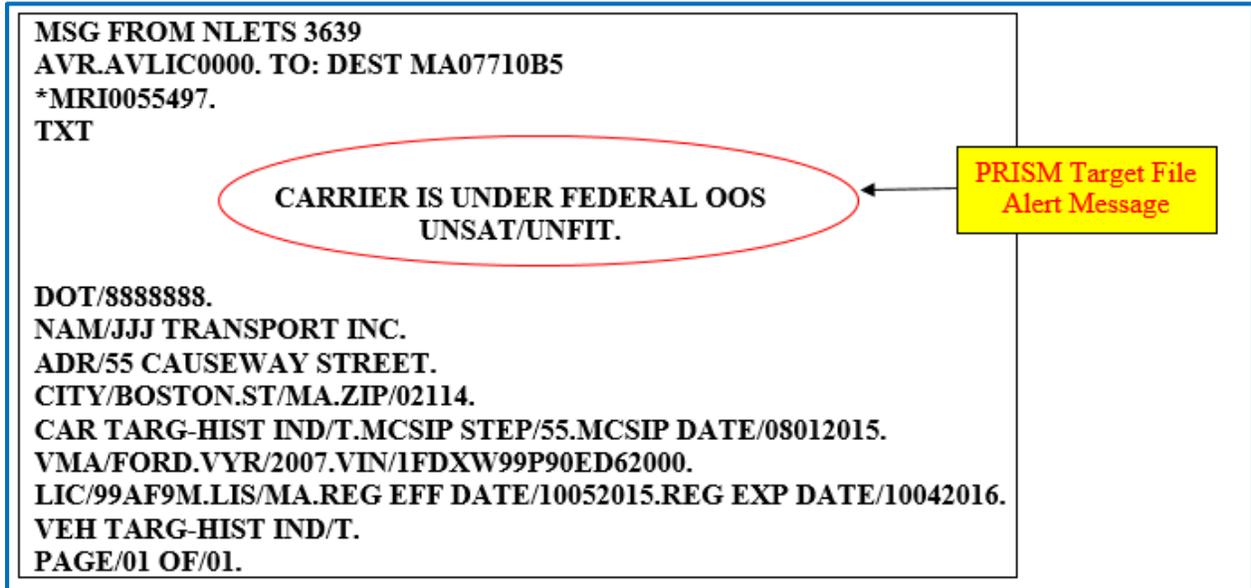
CARRIER IS UNDER FEDERAL OOS.
IMMINENT HAZARD.

DOT/9999999.
NAM/ABC CARTAGE INC.
ADR/25 MAIN STREET.
CITY/PITTSBURGH.ST/PA.ZIP/15204.
CAR TARG-HIST IND/T.MCSIP STEP/54.MCSIP DATE/09152015.
PAGE/01 OF/01.

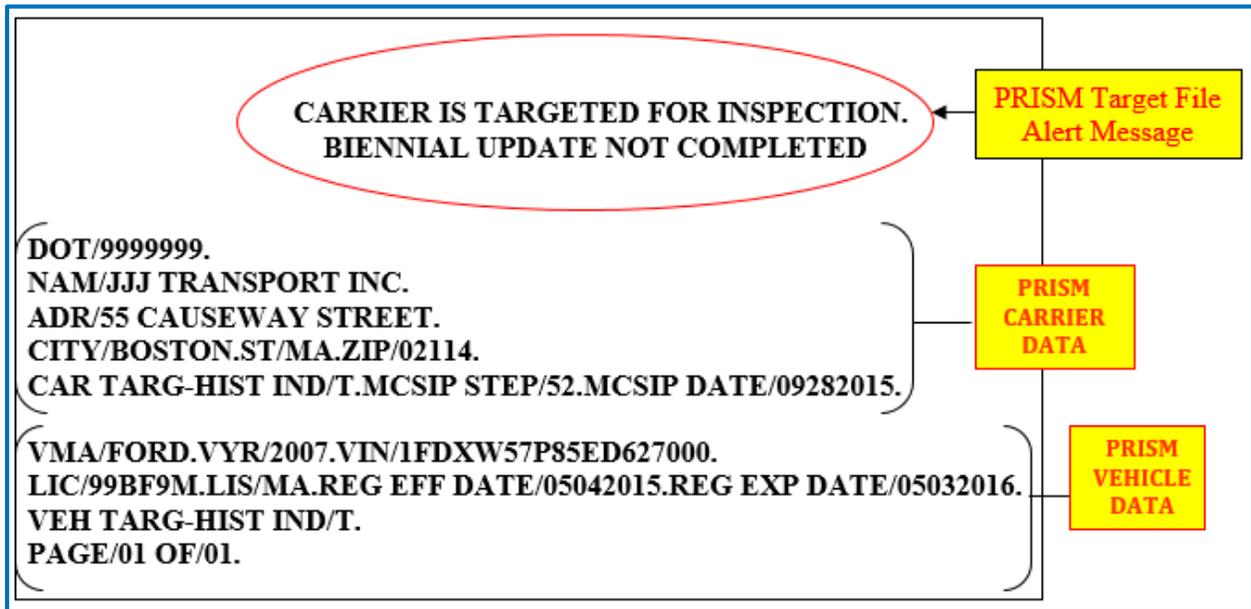
**PRISM Target File
Alert Message**

Nlets Vehicle Status Response Sample
PRISM Carrier and Vehicle Data

Officer does a Vehicle Status Request (AVQ) and enters License Plate Number 99AF9M Jurisdiction of MA. In this example, the DOT Number 8888888 is under a Federal Out-of-Service order for Unsat/Unfit Motor Carrier.



In addition to OOS data, the Nlets ACQ/AVQ queries also check the PRISM Target File to see if the vehicle is “Targeted” for inspection.



ISS

The Inspection Selection System (ISS) contains motor carrier data on all Interstate motor carriers. The ISS data file is made available on a monthly basis and can be downloaded from the FMCSA Portal.

The screenshot displays the 'Inspection Selection System v2.14.3 - USDOT # 02546022' window. The interface includes a menu bar (File, Actions, Help) and a toolbar with icons for search, print, and other functions. The main content area is divided into several sections:

- Carrier Search:** Search Type: **USDOT#** (dropdown), Number: **02546022** (input field), and a **Search by Name** button.
- Carrier Information:**
 - Name: **SPONGEBOB TRUCKING LLC**
 - DBA:
 - Street: **510 N FRONT ST**
 - City: **READING** State: **PA** Zip: **19601**
 - Phone: **(718)730-3475** Country of Domicile: **UNITED STATES**
- Inspection Value:** A vertical stack of three colored boxes (red, yellow, green) is shown on the left. The central display shows **100** and **Inspect**.
- Expert:** A text box containing the message: **This carrier may be under a Federal Out-of-Service order (Unfit Motor Carrier), and prohibited from operating in interstate commerce. Please confirm if this order is still in effect. If so, place the vehicle Out-of-Service.**

At the bottom of the window, a status bar indicates: **Inspection Value is based on lack of Safety data.** and **Data current as of 12/08/2015**.

Note: Remember the ISS information is not updated in real time. Confirm if an OOSO is still in effect by using Query Central.

5. Place the Vehicle Out-of-Service

It is imperative that the safety status of every commercial motor vehicle encountered be checked via an authoritative source (Query Central) to ascertain if it is being operated under a Federal Out-of-Service Order.

Check every vehicle, every time, for Federal Out-of-Service!!

The CVSA Out-of-Service Criteria provides authorized roadside enforcement personnel with the ability to place vehicles Out-of-Service (OOS) that are operating under the authority of a motor carrier that was issued a Federal OOSO. If a valid OOSO is discovered and verified, enforcement personnel must place only the power unit OOS, and should indicate the appropriate FMCSR section that pertains to the OOSO on the inspection report (and citation, if issued.) The inspection report should include instructions to the carrier (MCRS) to contact FMCSA at the number in the OOSO document they received previously. The enforcement official should also inform the driver that this OOSO is a carrier violation and will have no bearing on his/her driving record.

What if the OOS Order cannot be verified?

If an OOSO cannot be verified at the time of inspection, the vehicle should not be placed Out-of-Service, but the enforcement official should make copies of pertinent paperwork (e.g., bills of lading, driver CDL, log book, receipts, etc.), if possible, to demonstrate that the carrier was operating in interstate commerce at the time of the inspection.

Evidence of violation of the OOSO may include the FMCSA document prohibiting interstate operations and a copy or facsimile of the inspection or crash report indicating interstate activity. Enforcement personnel should forward the information as soon as possible to the appropriate FMCSA Division Office for follow-up to determine the carrier's actual operating status at the time of the inspection. If the FMCSA Division Office determines that the (MCRS) carrier was operating while a valid OOSO was in effect, then the Division Office may initiate an enforcement case. The carrier is OOS until the Federal OOSO has been officially rescinded by FMCSA.

The FMCSA Enforcement team issues and rescinds all Federal OOSOs. In order to verify that FMCSA has rescinded the OOSO, the State enforcement official will need to either utilize the above listed Federal databases or contact the appropriate FMCSA Service Center to obtain the status of the OOSO.

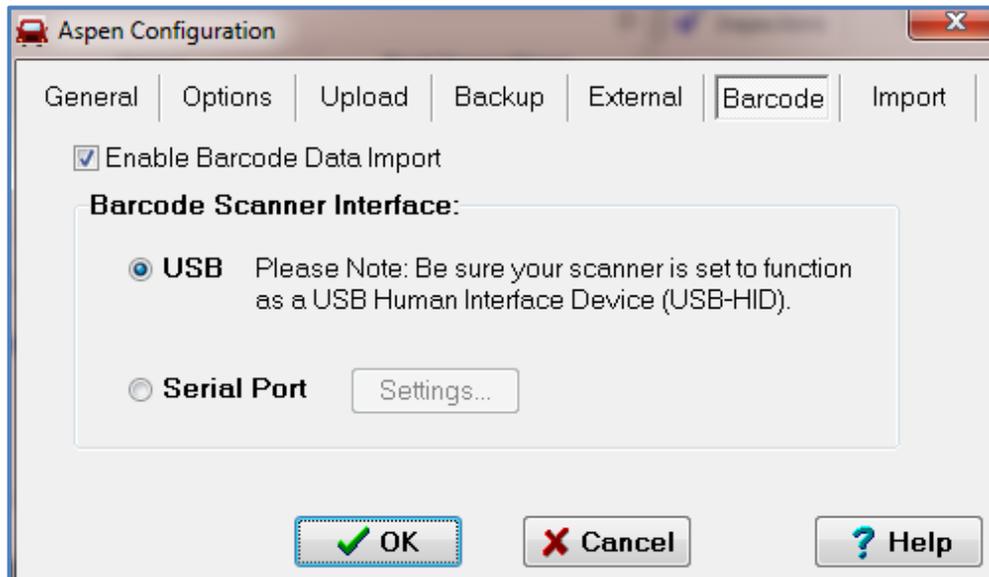
Be vigilant and take every opportunity to identify Out-of-Service vehicles and take appropriate enforcement action.

The safety of all users of the highway is affected when Out-of-Service vehicles continue to operate.

6. Import Barcode Data to ASPEN

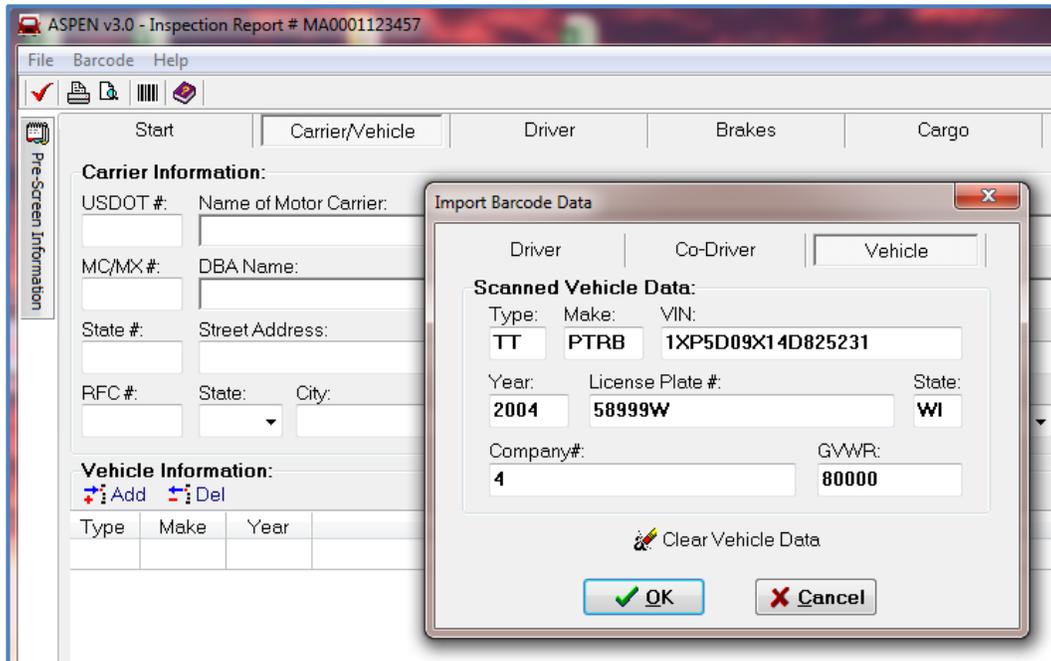
The PRISM program is a strong advocate of using barcode readers to enter accurately the USDOT Numbers and vehicle information into inspection and crash reports. The barcode on the cab card can assist the inspectors in completing the ASPEN inspection report in a timelier manner. If the carrier responsible for safety (MCRS) remains the same as that printed and barcoded on the cab card, it will be faster and easier to complete the MCSAP inspection forms. The following pages show how barcoding can assist.

The first step is to make sure that your version of ASPEN is setup properly to import barcode information. From the main toolbar within ASPEN, click on “Tools”, and then select “Manager Configuration” from the drop-down menu. When the ASPEN Configuration pop-up window appears, click on the Barcode tab at the top to view the selection as shown in the screenshot below. Check-off the box for “Enable Barcode Data Import” and then choose the method for how your Barcode reader connects to your computer. When completed with this screen, click on the “OK” button to return to the main screen of ASPEN.

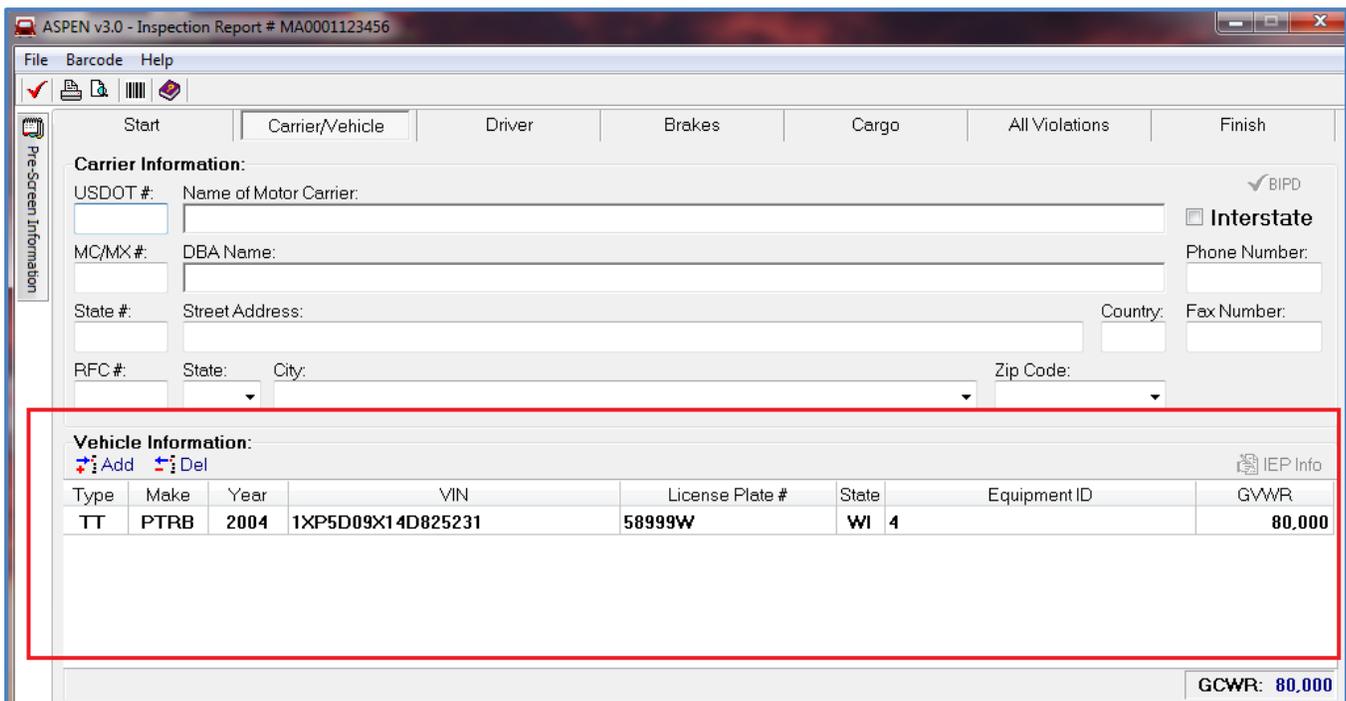


After the barcode settings have been established in the “Manager Configuration” section as shown above, the barcode icon will be enabled within the main screens of the ASPEN application. When working on an inspection, you can click on the icon that looks like a barcode to open the “Import Barcode Data” pop-up window. Another way to open the “Import Barcode Data” pop-up window is the following: From the main toolbar within ASPEN, click on the “Barcode” menu option, and select “Import Barcode Data.

Scanning the Cab Card with the “Import Barcode Data” pop-up window open will import the Vehicle Data into the window, as seen below in this screenshot.



After the information from the Cab Card has been scanned into the pop-up window, click on the “OK” button, and then the data will be automatically populated within the Carrier/Vehicle section of the main screens in ASPEN, as shown in the screenshot below.



APPENDIX A – Sample OOS Letters

Sample 1 – Unsat/Unfit OOS – Interstate and Intrastate

The following sample OOS letters show that for Unsat/Unfit and Imminent Hazard Out-of-Service orders, the motor carrier is prohibited from both Interstate and Intrastate commerce.



U.S. Department of
Transportation

Federal Motor Carrier
Safety Administration

Southern Service Center

June 17, 2011

RICHARD KELLY, OWNER
AGAPE TRANSPORTATION LLC
PO BOX 8923
MOSS POINT, MS, 39562

1800 Century Boulevard, Suite 1700
Atlanta, GA 30345

Phone: (404) 327-7400
Fax: (404) 327-7349

ORDER TO CEASE ALL TRANSPORTATION IN INTERSTATE AND
INTRASTATE COMMERCE AND REVOCATION OF REGISTRATION
EFFECTIVE Monday, June 27, 2011 at 12:01 am
USDOT# 1856412

This **Order to Cease All Transportation in Interstate and Intrastate Commerce (Order) and Revocation of Registration** is issued pursuant to 49 USC §§ 13905(f)(1)(B) and 31144, and 49 CFR § 385.13.

This **Order** is the result of a compliance review of AGAPE TRANSPORTATION LLC's operations completed on May 12, 2011. The review disclosed serious violations of the Federal Motor Carrier Safety Regulations and/or the Hazardous Materials Regulations.

AGAPE TRANSPORTATION LLC, USDOT# 1856412, was issued a proposed "unsatisfactory" safety rating on May 12, 2011. AGAPE TRANSPORTATION LLC was notified to take certain actions within 45 days from the date of that proposed rating to improve its safety rating to "conditional" or "satisfactory". AGAPE TRANSPORTATION LLC was further advised that it would be ordered to cease any and all operation of any commercial motor vehicle(s) in interstate and intrastate commerce and its registration would be revoked unless its safety rating was improved to "conditional" or "satisfactory".

AGAPE TRANSPORTATION LLC has failed to take the necessary steps required to improve its safety rating to "conditional" or "satisfactory" within the required timeframe.

THEREFORE, ***IT IS ORDERED*** THAT AGAPE TRANSPORTATION LLC SHALL CEASE ALL OPERATION OF ANY COMMERCIAL MOTOR VEHICLE(S) IN INTERSTATE AND INTRASTATE COMMERCE ON THE EFFECTIVE DATE AND TIME OF THIS ORDER, AND THE REGISTRATION OF AGAPE TRANSPORTATION LLC SHALL BE REVOKED UNLESS AND UNTIL SUCH TIME AS THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

DETERMINES AGAPE TRANSPORTATION LLC IS FIT, AND AGAPE TRANSPORTATION LLC HAS REINSTATED ITS REGISTRATION.

IN ADDITION, EACH AND EVERY DEPARTMENT, AGENCY, OR INSTRUMENTALITY OF THE UNITED STATES GOVERNMENT IS PROHIBITED FROM USING AGAPE TRANSPORTATION LLC FOR ANY TRANSPORTATION IN INTERSTATE AND INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT. (49 USC § 31144).

AGAPE TRANSPORTATION LLC's continued operation of commercial motor vehicles in interstate and/or intrastate commerce after the effective date and time of this Order and/or Revocation of Registration will be considered a serious safety violation. Each day the transportation continues constitutes a separate offense.

Violation(s) of this Order may result in penalties of not more than \$11,000 for each separate violation and may result in criminal prosecution leading to imprisonment for up to one (1) year or a fine of up to \$25,000, or both, and other actions as deemed necessary by the United States Department of Justice. (49 USC § 521(b)). Violation(s) of registration requirements, including providing transportation requiring registration during any period of revocation, may result in penalties of not less than \$650 for each separate violation. If the registration violation involves providing transportation of passengers, the penalty shall be not less than \$2,200 for each separate violation; if the registration violation involves the transportation of household goods, the penalty shall not be less than \$25,000 for each separate violation. (49 USC § 14901).

Operation, after the effective date and time of this Order and/or Revocation of Registration, of a commercial motor vehicle designed or used to transport hazardous materials for which placarding of the vehicle is required is subject to a civil penalty of not less than \$275 and not more than \$50,000 for each offense. If the violation results in death, serious illness, or severe injury to any person, or in substantial destruction of property, the civil penalty may be increased to not more than \$105,000 for each offense. Operating a commercial motor vehicle designed or used to transport placardable amounts of hazardous materials after the effective date of this Order and/or Revocation of Registration may also result in criminal prosecution leading to fines and imprisonment up to five (5) years, or fines and imprisonment up to ten (10) years if the violation involves a release of hazardous material that results in death or bodily injury to any person. (49 USC §§ 31144, 5123, 5124).

Please be aware, this Order and Revocation of Registration may also attach and apply to the operations of successor entities, including any motor carrier entity or entities established or used to avoid the consequences of a final "unsatisfactory" safety rating.

Sample 2 –Imminent Hazard – Interstate and Intrastate

IMMINENT HAZARD **OPERATIONS OUT-OF-SERVICE ORDER**

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") by the Secretary of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13102, 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (2), 49 U.S.C. § 31144(c)(5), 49 C.F.R. § 386.2, 49 C.F.R. § 386.72(b)(1), 49 C.F.R. § 386.73, and 49 C.F.R. § 390.5 and pursuant to a delegation of authority to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT), Glen Burnie, Maryland. This ORDER applies to Mei Ying Gao; Qi Sheng Zhang a/k/a Sammy; Qiao Zhen Liu a/k/a Jenny; Amy Li a/k/a Amy Mei Fang, Amy Chenli, Amy Chen Li and Amy Peterson; New Century Travel, Inc., USDOT # 911125, MC 367489 a/k/a New Century Travel Bus, New Century Travel Ticket Sales; Fujian Tourism, Inc., USDOT # 1858916, MC 672638; Black Leopard Travel, Inc., USDOT # 2046152, MC 717211; Eagle Bus Inc., USDOT # 1889752, MC 680536; Super Luxury Tours, Inc., USDOT # 1669914, MC 613823; Antai Tours, Inc., USDOT # 1922290, MC 687933; 2003 Coach, Inc., USDOT # 1305152, MC 506256; Sammy Tours, Inc., USDOT # 1471745, MC 555733; Red Eagle Tours, Inc., USDOT # 2163652, MC 751824; and Wahoo Tour and Charter, Inc., USDOT # 2163686, MC 751833; each in their individual capacity and collectively as one commercial motor vehicle operation (referred to collectively herein as "you," "your," and /or "NEW CENTURY") and to any motor vehicles owned, leased, or operated by NEW CENTURY, and used in the NEW CENTURY motor carrier operation.

The Secretary and the FMCSA find your operations constitute an **imminent hazard**.

This finding means that based upon your present state of unacceptable safety compliance, your operation of any commercial motor vehicles poses an **imminent hazard** to public safety.

EFFECTIVE IMMEDIATELY, YOU MUST CEASE ALL COMMERCIAL MOTOR VEHICLE OPERATIONS, INCLUDING ALL INTERSTATE OR INTRASTATE TRANSPORTATION OF PASSENGERS BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.

THE PROHIBITIONS ON OPERATION IN THIS ORDER APPLY TO NEW CENTURY, AS WELL AS ANY AND ALL OF ITS OFFICERS, DIRECTORS, AND MANAGERS, SUCCESSORS, ASSIGNS AND AFFILIATED COMPANIES. EXCEPT AS PROVIDED BELOW, NEW CENTURY MAY NOT USE OWNED, LEASED, RENTED OR CHARTERED VANS, SHUTTLES, BUSES, OR OTHER MOTOR VEHICLES TO CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS. FURTHER, NEW CENTURY MAY NOT CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS THROUGH INTERLINE AGREEMENTS, SERVICE AGREEMENTS OR CHARTER AGREEMENTS.

Commercial motor vehicles and their drivers now in interstate or intrastate commerce may proceed to their next immediate destination, which is defined as the next scheduled stop for vehicles already in motion where the passengers can be safely accommodated. (See 49 C.F.R. § 386.72(b)(4) and (5)).

NO ADDITIONAL PASSENGERS MAY BE LOADED OR TRANSPORTED, NOR MAY THE COMMERCIAL MOTOR VEHICLES BE OPERATED IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.