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Understanding CSA Scores and Their Impact

TUESDAY / **APRIL 21** / 1-2PM CST

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Sr. Safety Consultant, SMSC

Today's Agenda

1. Introduction to CSA Scores and the FMCSA Compliance, Safety, Accountability (CSA) Program
2. Decoding CSA Scoring
3. Interpreting the Seven BASICs
4. How to Identify Trends and Problem Areas
5. Leveraging Data and Technology for Ongoing Improvement
6. Impact of CSA Scores on Fleet Operations
7. Ongoing CSA BASIC Compliance and Safety Workflow

Before We Begin

All attendees are in “LISTEN ONLY” mode.

You can type in questions by clicking on the question box on the top right of your GoToWebinar panel.

Q&A at the end of the webinar.

Additional questions can be emailed to: anaples@smscsafety.com

A recorded copy of the webinar and slides will be made available to all attendees.

Introduction to CSA Scores and the FMCSA Compliance, Safety, Accountability (CSA) Program

Overview of the CSA Program and Its Objectives

CSA Program Purpose
The CSA program aims to enhance commercial vehicle safety and reduce crashes, injuries, and fatalities nationwide.

Data-Driven Enforcement
The program utilizes data analysis to identify high-risk carriers for targeted interventions and improved regulatory oversight.

Transparency and Accountability
The program promotes safer operations via transparency and accountability, replacing outdated regulatory methods.

Why CSA Scores Matter for Fleet Operators

Regulatory Scrutiny

- High CSA scores lead to more FMCSA interventions such as carrier investigations and compliance reviews for fleet operators.

Insurance Risk Assessment

- Insurers use CSA scores to assess risk, influencing premiums and coverage options for fleet operators.

Competitive Business Advantage

- Fleets with good CSA scores gain competitive advantages in contract bids and customer trust.

Key Stakeholders and Their Roles in CSA Compliance

FMCSA as Regulator

– The FMCSA sets regulations and oversees compliance to ensure safety in commercial transportation.

Fleet Safety Directors-Driver Performance

– Fleet safety directors manage compliance by enforcing safety policies and monitoring driver performance.

Drivers' Influence on Scores

– Drivers’ behaviors directly impact CSA scores through safe or risky driving practices.

Insurers and Customers

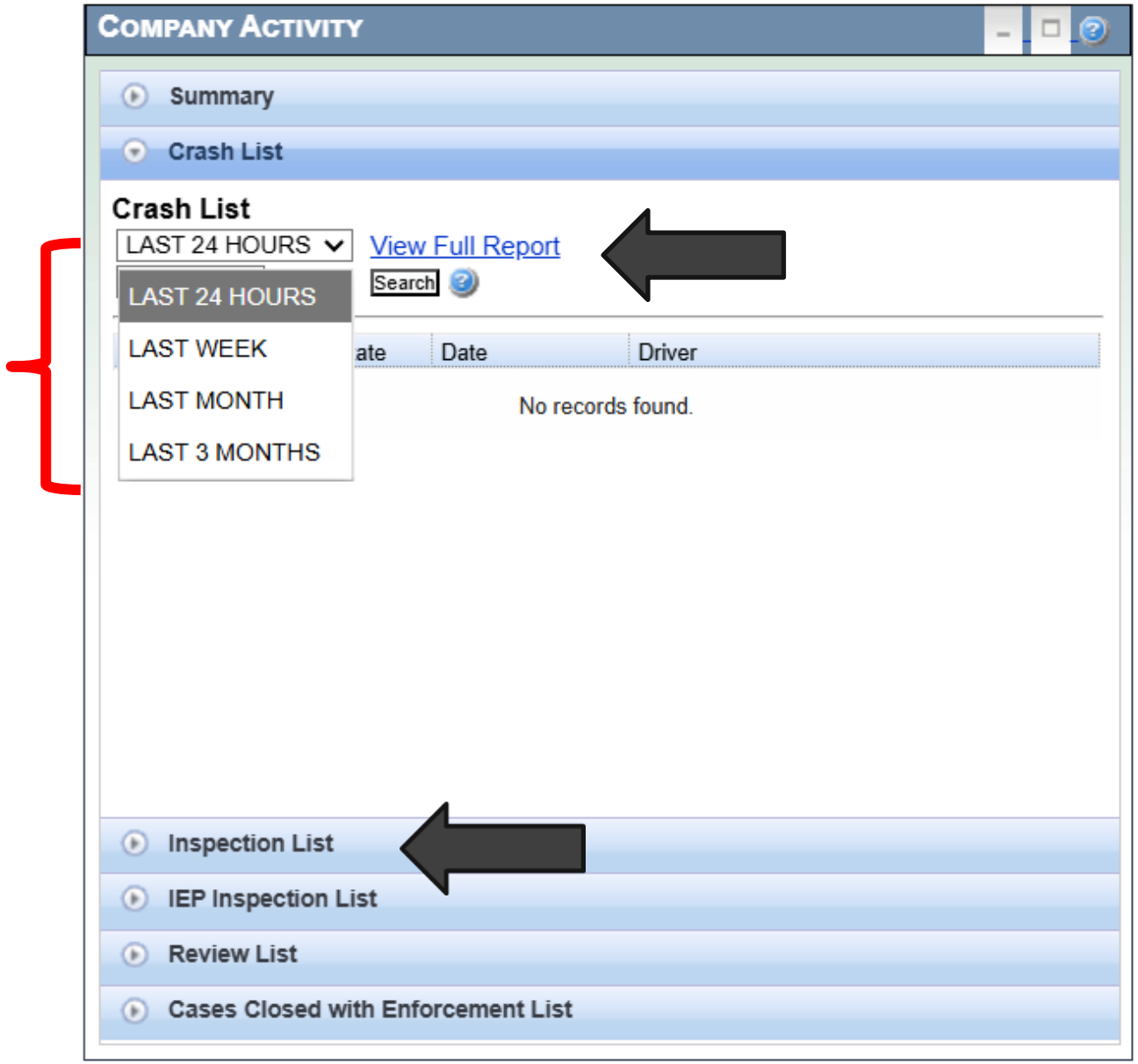
– Insurers assess risk while customers evaluate carrier reputations, both influencing compliance priorities.

Decoding CSA Scoring: Structure and Calculation

Safety Measurement System (SMS) Results

- Your company's safety data appears online in FMCSA's Safety Measurement System (SMS).
- FMCSA updates the SMS once a month with data from roadside inspections, including driver and vehicle violations; crash reports from the last two years; and investigation results.
- Snapshot taken 3rd or last Friday of each month-up to 10 days to process and validate the data.

Release Month	Data Snapshot Date	Approximate Release Date
February 2026	Friday, 1/30/26	Week of 2/9/26
March 2026	Friday, 2/27/26	Week of 3/9/26
April 2026	Friday, 3/27/26	Week of 4/6/26
May 2026	Friday, 4/24/26	Week of 5/4/26
June 2026	Friday, 5/29/26	Week of 6/8/26


COMPANY ACTIVITY
Summary
Crash List
Crash List
LAST 24 HOURS
View Full Report
Search
LAST 24 HOURS
LAST WEEK
LAST MONTH
LAST 3 MONTHS
ate
Date
Driver
No records found.
Inspection List
IEP Inspection List
Review List
Cases Closed with Enforcement List

Violation Process

Driver receives a violation.

Section	Violation Description Shown on Driver/Vehicle Examination Report Given to CMV Driver after Roadside Inspection	Violation Group Description	Violation Severity Weight
383.23A2-LCDLNP	License (CDL) - Operate a CMV while not in possession of a CDL on person.	License-related: High	8

Violation is Assigned a BASIC

CDL Violation=Driver Fitness Violation

Time Weights

Violations are time-weighted for up to 24 months.

- 0–6 months = 3 points
- 6–12 months = 2 points
- 12–24 months = 1 point

Total Weight

Section	Violation Description Shown on Driver/Vehicle Examination Report Given to CMV Driver after Roadside Inspection	Violation Group Description	Violation Severity Weight
383.23A2-LCDLNP	License (CDL) - Operate a CMV while not in possession of a CDL on person.	License-related: High	8

0–6 months = 3 points
Severity Weight (8) X Current Time Weight (3) = Total Weighted Points =24

6–12 months = 2 points
Severity Weight (8) X New Time Weight (2) = Total Weighted Points =16

12–24 months = 1 point
Severity Weight (8) X New Time Weight (1) = Total Weighted Points =8

Percentile Rankings

The system requires minimum data before generating a score.

For example:

- At least three inspections with violations for **Unsafe Driving**
- At least five relevant inspections for **Vehicle Maintenance**
- At least two applicable crashes for the **Crash Indicator.**

Carriers below these thresholds won't have a percentile in that category.

Other Situations Where You May Not Have a Percentile Ranking

If you have no violations (or qualifying events) in a BASIC category within the past 12 months, then:

That BASIC will typically not display a current percentile ranking.

It may show as:

- “Insufficient Data”
- “No Percentile in SMS”
- “No Violations in the Last 12 Months”

Safety Event Groups

- After weighting, the system doesn’t compare your raw score to every carrier in the country.
- It groups carriers by the number of relevant safety events (inspections, crashes, or violations, depending on the BASIC)
- Ranks each carrier within its group on a percentile scale from 0 to 100.
- A percentile of 75 means the carrier performed worse than 75% of peers in its safety event group.
- This safety event or peer-group approach prevents small carriers with only a handful of inspections from being unfairly compared to mega-fleets with thousands.

What Safety Event Group Is Your Fleet In? (UNSAFE)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**
Overall Performance	⚠	⚠	⚠	⚠	⚠	⚠
On-Road Performance	81%	80%	78%	82%	82%	84%
Investigation Results						
On-Road Performance Detail						
Measure	5.18	5.19	4.89	5.44	5.48	5.65
Safety Event Group	22-57 driver inspections with Unsafe Driving Violations	22-57 driver inspections with Unsafe Driving Violations	22-57 driver inspections with Unsafe Driving Violations	22-57 driver inspections with Unsafe Driving Violations	22-57 driver inspections with Unsafe Driving Violations	22-57 driver inspections with Unsafe Driving Violations
Segment	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier
Average Power Units	45	45	45	45	45	45
VMT (VMT)	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000
VMT Year	2024	2024	2024	2024	2025	2025
VMT Source	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)
Average Power Units (APU) x Utilization Factor (UF)	52.5	52.5	52.5	52.5	52.5	52.5
Driver Inspections with Unsafe Driving Violations	31	32	32	33	34	34
Unsafe Driving Violations	33	34	34	36	37	36

What Safety Event Group Is Your Fleet In? (CRASH)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10
Overall Performance						
On-Road Performance Investigation Results	One crash	One crash	One crash	One crash	One crash	One crash
On-Road Performance Detail						
Measure	0.05	0.05	0.05	0.05	0.05	0.05
Safety Event Group	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping
Segment	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier
Average Power Units	45	45	45	45	45	45
VMT (VMT)	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000
VMT Year	2024	2024	2024	2024	2025	2025
VMT Source	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)
Average Power Units (APU) x Utilization Factor (UF)	52.5	52.5	52.5	52.5	52.5	52.5
Number of Crashes	1	1	1	1	1	1

What Safety Event/Peer Group Is Your Fleet In? (CRASH)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10
Overall Performance						
On-Road Performance	5%	4%	7%	6%	18%	11%
Investigation Results						
On-Road Performance Detail						
Measure	0.06	0.06	0.07	0.07	0.10	0.08
Safety Event Group	7-16 Crashes	7-16 Crashes	7-16 Crashes	7-16 Crashes	7-16 Crashes	7-16 Crashes
Segment	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier	Combination Carrier
Average Power Units	354	354	354	354	354	366.7
VMT (VMT)	30,704,557	30,704,557	30,704,557	30,704,557	30,704,557	33,771,961
VMT Year	2023	2023	2023	2023	2023	2025
VMT Source	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)	Registration (MCS-150)
Average Power Units (APU) x Utilization Factor (UF)	371.9	371.9	371.9	371.9	371.9	400
Number of Crashes	15	15	15	13	16	14

What Safety Event Group Is Your Fleet In? (HOS)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10
Overall Performance						
On-Road Performance Investigation Results	50%	41%	41%	40%	38%	37%
On-Road Performance Detail						
Measure	0.49	0.37	0.37	0.36	0.32	0.31
Safety Event Group	21-100 relevant driver inspections	21-100 relevant driver inspections	21-100 relevant driver inspections	21-100 relevant driver inspections	21-100 relevant driver inspections	21-100 relevant driver inspections
Driver Inspections	90	87	91	97	95	97
with HOS Compliance Violations	5	5	6	6	5	5
without HOS Compliance Violations	85	82	85	91	90	92
HOS Compliance Violations	8	8	9	9	8	8

What Safety Event Group Is Your Fleet In? (VEHICLE MAINTENANCE)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**	**3.0.10**
Overall Performance						
On-Road Performance Investigation Results	56%	51%	52%	49%	46%	52%
On-Road Performance Detail						
Measure	4.44	4.08	4.15	4.01	3.76	4.27
Safety Event Group	21-100 relevant vehicle inspections	21-100 relevant vehicle inspections	21-100 relevant vehicle inspections	21-100 relevant vehicle inspections	21-100 relevant vehicle inspections	21-100 relevant vehicle inspections
Vehicle Inspections	34	33	34	37	36	35
with Vehicle Maint. Violations	13	12	13	14	13	14
without Vehicle Maint. Violations	21	21	21	23	23	21
Vehicle Maint. Violations	25	24	25	26	22	23

What Safety Event Group Is Your Fleet In? (CONTROLLED SUBSTANCES)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10
Overall Performance						
On-Road Performance Investigation Results	25%	40%	44%	41%	39%	36%
On-Road Performance Detail						
Measure	0.21	0.31	0.31	0.30	0.30	0.28
Safety Event Group	2 driver inspections with Controlled Substances/Alcohol Violations	3 driver inspections with Controlled Substances/Alcohol Violations	3 driver inspections with Controlled Substances/Alcohol Violations	3 driver inspections with Controlled Substances/Alcohol Violations	3 driver inspections with Controlled Substances/Alcohol Violations	3 driver inspections with Controlled Substances/Alcohol Violations
Driver Inspections	146	153	151	150	153	161
with Drugs/Alcohol Violations	2	3	3	3	3	3
without Drugs/Alcohol Violations	144	150	148	147	150	158
Drugs/Alcohol Violations	4	5	5	5	5	5

What Safety Event Group Is Your Fleet In? (HAZARDOUS MATERIALS)

	Oct 31 2025	Nov 28 2025	Dec 26 2025	Jan 30 2026	Feb 27 2026	Mar 27 2026
Status	Active	Active	Active	Active	Active	Active
BASIC Trends Version	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10	3.0.10
Overall Performance						
On-Road Performance	Less than 5 HM placardable vehicle inspections	Less than 5 HM placardable vehicle inspections	Less than 5 HM placardable vehicle inspections	Less than 5 HM placardable vehicle inspections	Less than 5 HM placardable vehicle inspections	Less than 5 HM placardable vehicle inspections
Investigation Results						
On-Road Performance Detail						
Measure	0.60	0.60	0.60	0.75	0.75	0.75
Safety Event Group	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping	No Safety Event Grouping
HM Placardable Vehicle Inspections	3	3	3	3	3	3
with HM Compliance Violations	1	1	1	1	1	1
without HM Compliance Violations	2	2	2	2	2	2
HM Compliance Violations	1	1	1	1	1	1

Components of a CSA Score

- The SMS considers:
- The number of safety violations and inspections.
- The severity of safety violations or crashes.
- When the safety violations occurred, with recent events weighted more heavily.
- The number of trucks/buses a carrier operates, and the number of vehicle miles traveled.
- **Acute and Critical Violations** found during investigations.
- FMCSA organizes the SMS data into seven Behavior Analysis and Safety Improvement Categories (BASICs)

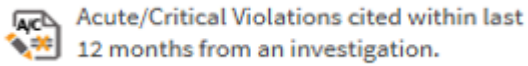
Acute & Critical Violations—How They Count

Acute and critical violations are associated with investigations, not with routine roadside inspections alone.

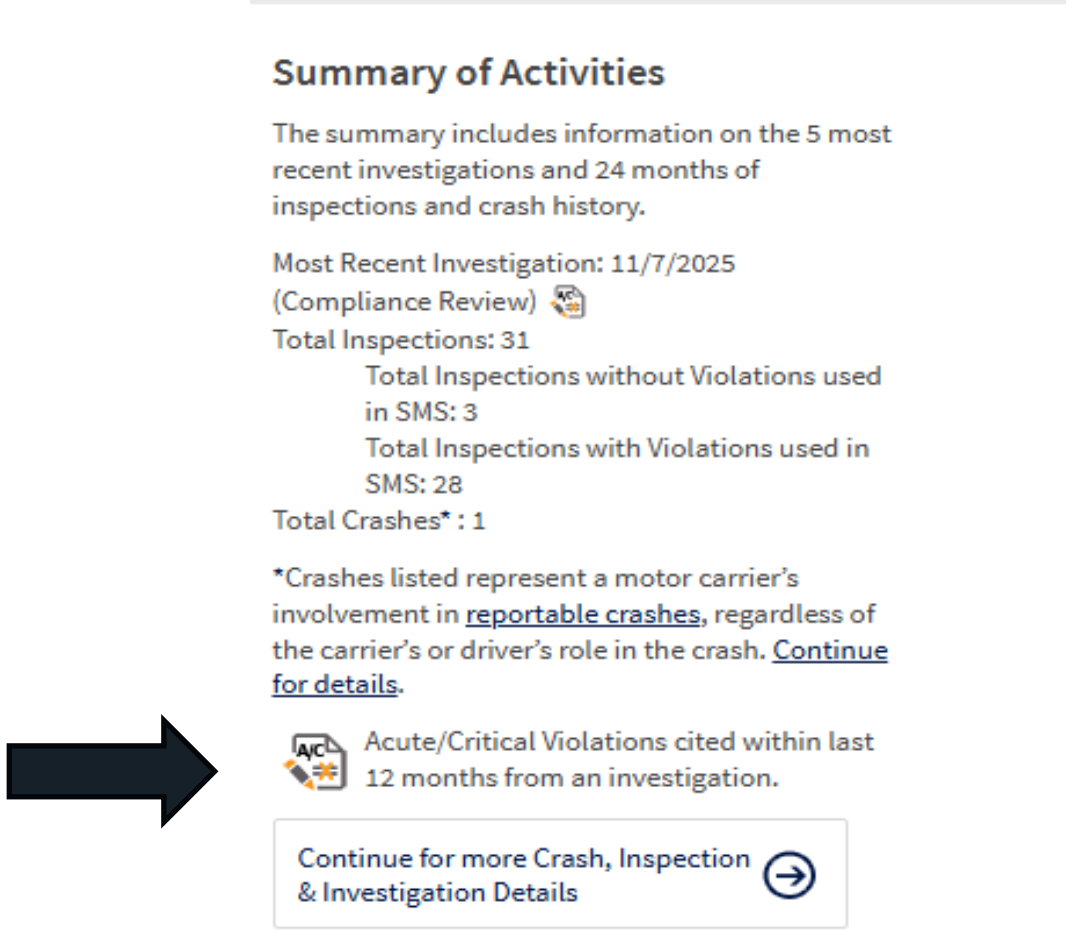
However, roadside inspection violations can trigger discovery of acute or critical violations during a subsequent investigation, and those acute/critical findings are then reflected in SMS.

In the SMS display, a carrier may be flagged if it “has been cited with one or more Acute/Critical Violations within the past 12 months during an investigation.”

This flag appears alongside the carrier’s on-road (roadside) performance data.

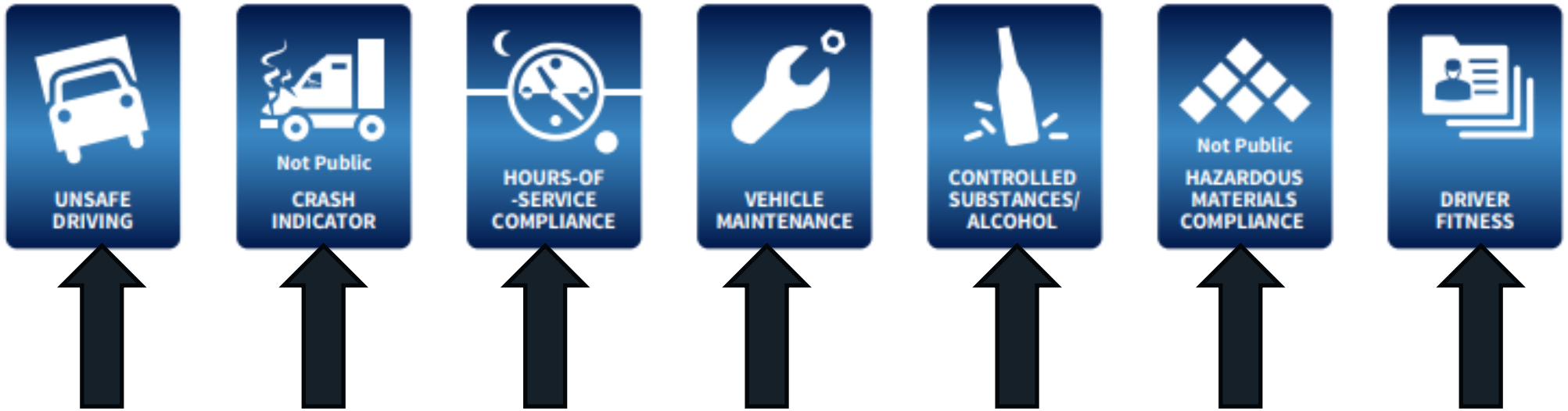


Acute & Critical Violations—What They Look Like



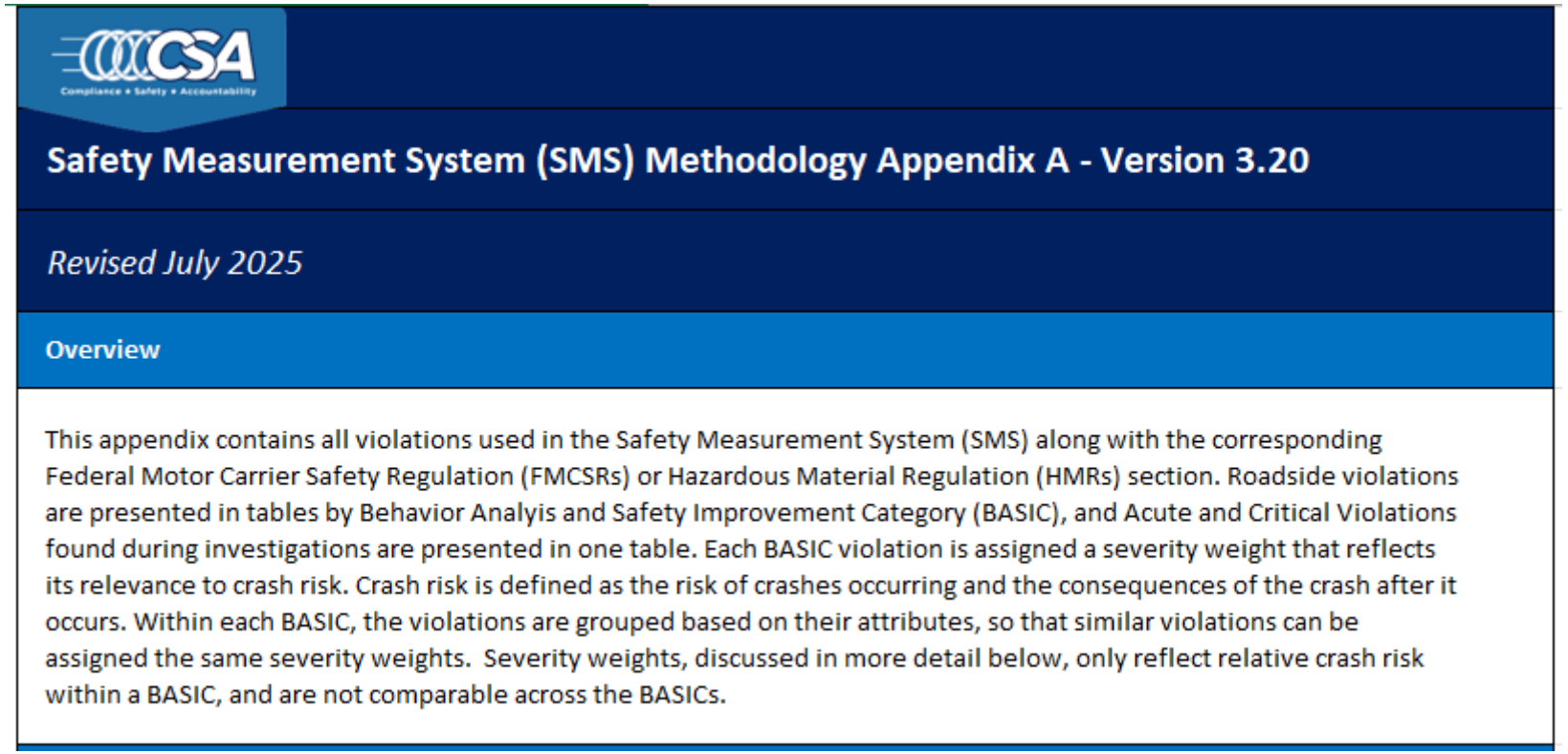
Interpreting the Seven BASICs: Behavior Analysis and Safety Improvement Categories

The Seven BASICs (Behavior Analysis and Safety Improvement Categories)



SMS Methodology Appendix A/July 2025

https://csa.fmcsa.dot.gov/documents/smsmethodology.pdf



CSA
Compliance • Safety • Accountability

Safety Measurement System (SMS) Methodology Appendix A - Version 3.20

Revised July 2025

Overview

This appendix contains all violations used in the Safety Measurement System (SMS) along with the corresponding Federal Motor Carrier Safety Regulation (FMCSRs) or Hazardous Material Regulation (HMRs) section. Roadside violations are presented in tables by Behavior Analyis and Safety Improvement Category (BASIC), and Acute and Critical Violations found during investigations are presented in one table. Each BASIC violation is assigned a severity weight that reflects its relevance to crash risk. Crash risk is defined as the risk of crashes occurring and the consequences of the crash after it occurs. Within each BASIC, the violations are grouped based on their attributes, so that similar violations can be assigned the same severity weights. Severity weights, discussed in more detail below, only reflect relative crash risk within a BASIC, and are not comparable across the BASICs.

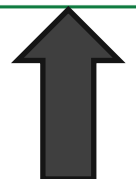
How to Identify Trends and Problem Areas Within BASICs

– VIOLATION SUMMARY

Unsafe Driving Violations: 24

Violations	Description	# Violations	# OOS Violations	Violation Severity Weight
392.2-SLLTCD	State/Local Laws - Failed to obey a traffic control device - Permanent or Temporary - e.g., safety offical, signal, sign, light, lane marking, other.	6	0	5
392.2-SLLLR	State/Local Laws - Lane restriction violation.	3	0	3
392.2-SLLS4	State/Local Laws - Speeding 15 or more miles per hour over the speed limit.	3	0	10
392.2-SLLS2	State/Local Laws - Speeding 6-10 miles per hour over the speed limit.	2	0	4
392.2-SLLS3	State/Local Laws - Speeding 11-14 miles per hour over the speed limit.	2	0	7
392.2C	Failure to obey traffic control device	2	0	5
392.16-D	Driver - Failed to use seat belt while operating a CMV.	1	0	7
392.2-DMOVE	Driver - Move over/slow law - Failure to yield right of way to authorized emergency vehicles.	1	0	5
392.2-SLLCP	State/Local Laws - Operate a CMV while using a cellular phone.	1	0	10
392.22(a)	Failing to use hazard warning flashers	1	0	1

BASIC	Violation Group Description	Violation	Descriptions	Convicted of a Different Charge	# of Violations	# of OOS Violations	Violation Severity Weight
Unsafe Driving	Seat Belt	392.16-D	Driver - Failed to use seat belt while operating a CMV.	No	1	0	7
Unsafe Driving	Other Driver Violations	392.22(a)	Failing to use hazard warning flashers	No	1	0	1
Unsafe Driving	Other Driver Violations	392.22A-D	Driver - Failed to activate hazard warning signal flashers.	No	1	0	1
Unsafe Driving	Dangerous Driving	392.2C	Failure to obey traffic control device	No	2	0	5
Unsafe Driving	Dangerous Driving	392.2-DMOVE	Driver - Move over/slow law - Failure to yield right of way to authorized emergency vehicles.	No	1	0	5
Unsafe Driving	Dangerous Driving	392.2SLFYEMV	State/Local Laws - Failure to yield to emergency vehicle.	No	1	0	5
Unsafe Driving	Texting	392.2-SLLCP	State/Local Laws - Operate a CMV while using a cellular phone.	No	1	0	10
Unsafe Driving	Misc Violations	392.2-SLLLR	State/Local Laws - Lane restriction violation.	No	3	0	3
Unsafe Driving	Speeding 2	392.2-SLLS2	State/Local Laws - Speeding 6-10 miles per hour over the speed limit.	No	2	0	4
Unsafe Driving	Speeding 3	392.2-SLLS3	State/Local Laws - Speeding 11-14 miles per hour over the speed limit.	No	2	0	7
Unsafe Driving	Speeding 4	392.2-SLLS4	State/Local Laws - Speeding 15 or more miles per hour over the speed limit.	No	3	0	10
Unsafe Driving	Dangerous Driving	392.2-SLLTCD	State/Local Laws - Failed to obey a traffic control device - Permanent or Temporary - e.g., safety offical, signal, sign, light, lane marking, other.	No	6	0	5
HOS Compliance	EOBR Related	395.22H1-ELDNUM	HOS (ELD) - In-Vehicle Information - No user's manual for the driver describing how to operate the ELD. (May be electronic)	No	1	0	1
HOS Compliance	EOBR Related	395.22H3	Driver failed to maintain instruction sheet for ELD malfunction reporting requirements	No	1	0	1
HOS Compliance	EOBR Related	395.22H3-ELDMF	HOS (ELD) - In-Vehicle Information - Failing to have an instruction sheet for the driver describing ELD malfunction reporting requirements and recordkeeping procedures during ELD malfunctions.	No	1	0	1
HOS Compliance	Other Log/Form & Manner	395.24	HOS (ELD) - ELD form and manner	No	2	0	1
HOS Compliance	Hours	395.3B2-HOSPDIT	HOS (Property) - Driving after being on duty more than 70 hours in the previous 8 consecutive days at the time of inspection. Time:	No	1	1	7
HOS Compliance	False Log	395.8E-HOSPD	HOS (Property) - No driver may make a false report in connection with a duty status. Explain:	No	1	0	7
HOS Compliance	Incomplete/Wrong Log	395.8K2-HOSP	HOS (Property) - Failing to have in possession RODS for the previous seven consecutive days and available for inspection while on duty.	No	1	1	5
Driver Fitness	License-related: High	383.51A-LCDLRSWD	License (CDL) - A person required to have a CLP or CDL who is disqualified must not drive a CMV.	Yes	1	1	1
Vehicle Maint.	Cab, Body, Frame	393.201A-FRCLS	Frame - Cracked/loose/sagging/broken frame or chassis.	No	1	0	2
Vehicle Maint.	Wheels, Studs, Clamps, Etc.	393.205C-WRAWFLMI	Wheel/Rim - Any wheel fasteners loose/missing/ineffective/broken.	No	1	0	2
Vehicle Maint.	Suspension	393.207B-AALPME	Any of the locking pins are missing or not engaged.	No	2	0	7
Vehicle Maint.	Suspension	393.207(f)	Air suspension pressure loss	No	1	1	7



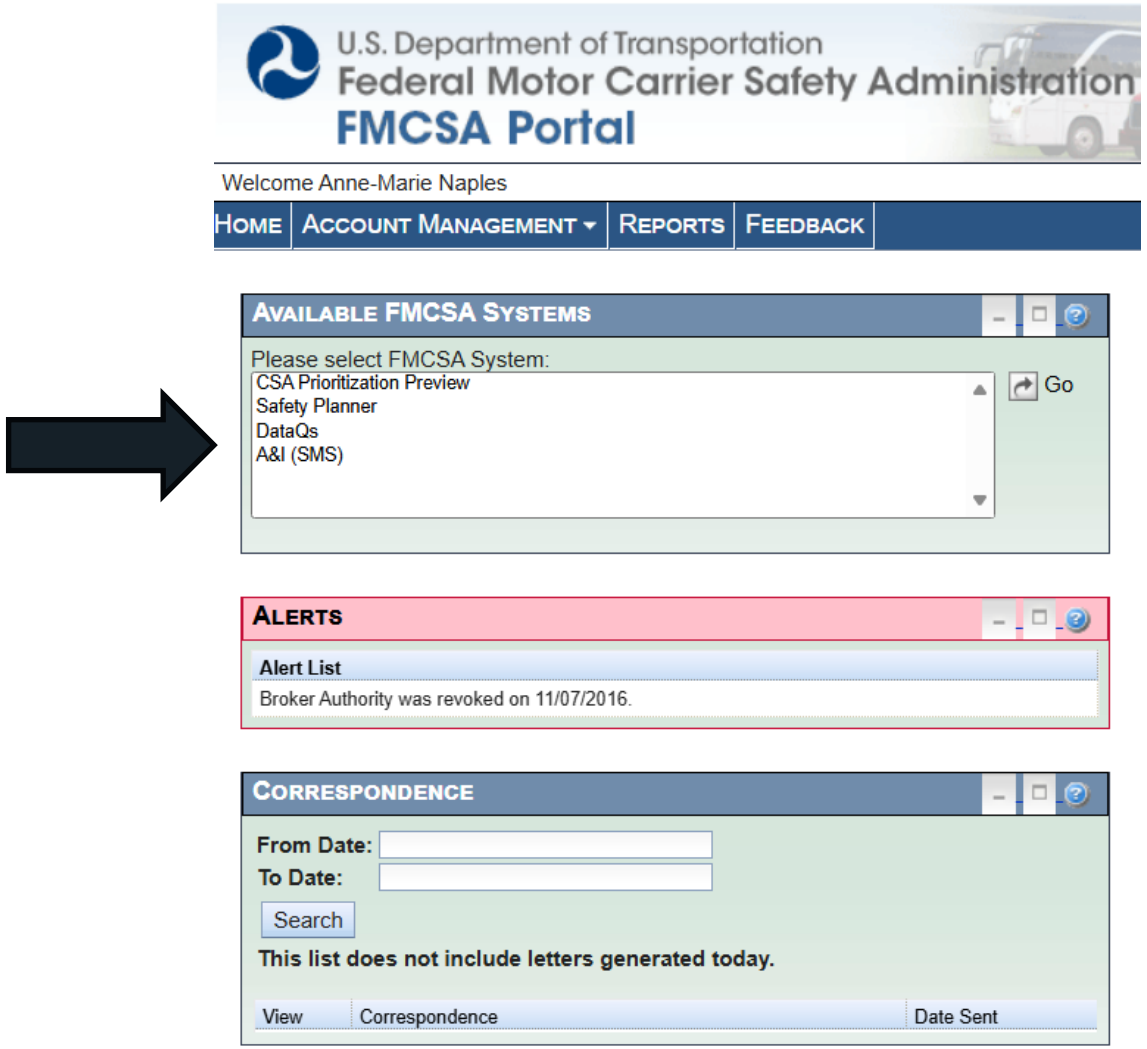
DataQs

About DataQs

Accurate data leads to safer roads.

DataQs is an FMCSA system that allows users to request and track a review of Federal and State data issued by FMCSA believed to be incomplete or incorrect.

It enables all users—motor carriers, drivers and their representatives, as well as FMCSA and its State partners—to improve the accuracy of FMCSA's data-driven safety systems that help prevent crashes, injuries, and fatalities related to commercial motor vehicles.


U.S. Department of Transportation
Federal Motor Carrier Safety Administration
FMCSA Portal
Welcome Anne-Marie Naples
HOME
ACCOUNT MANAGEMENT
REPORTS
FEEDBACK
AVAILABLE FMCSA SYSTEMS
Please select FMCSA System:
CSA Prioritization Preview
Safety Planner
DataQs
A&I (SMS)
Go
ALERTS
Alert List
Broker Authority was revoked on 11/07/2016.
CORRESPONDENCE
From Date:
To Date:
Search
This list does not include letters generated today.
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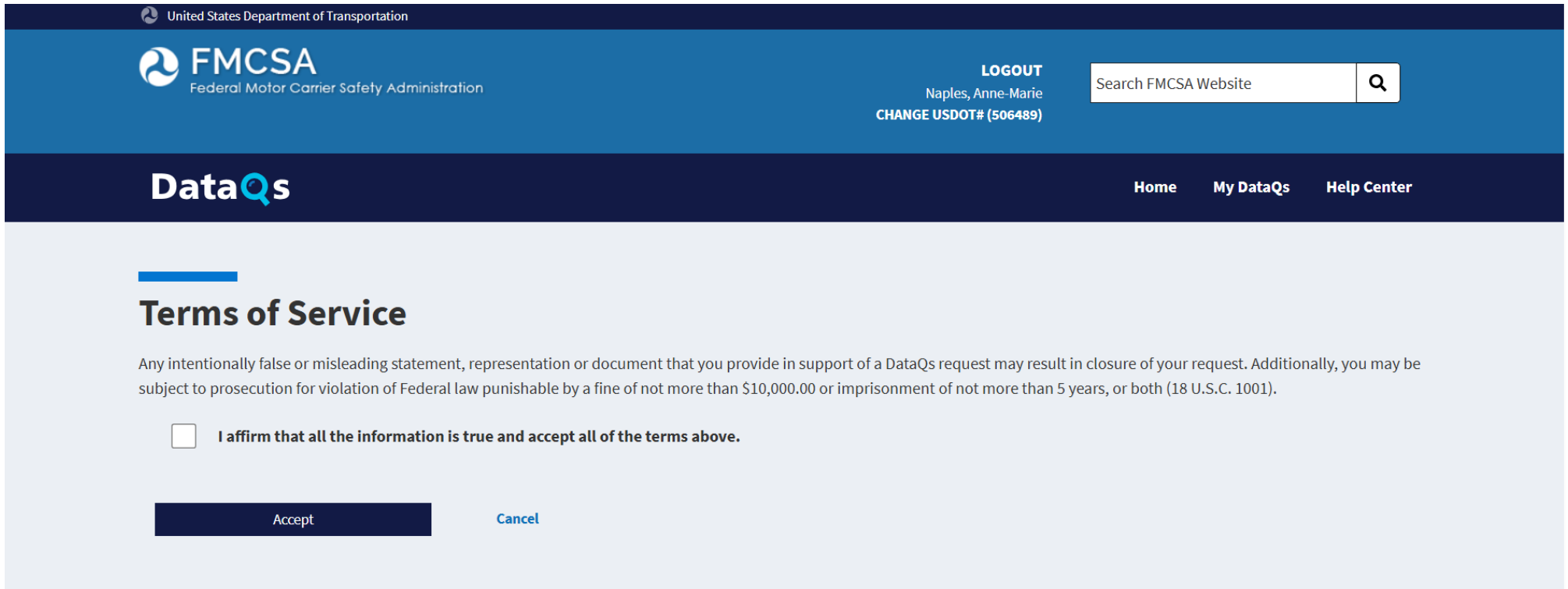
Correspondence
Date Sent


United States Department of Transportation
FMCSA
Federal Motor Carrier Safety Administration
LOGOUT
Naples, Anne-Marie
CHANGE USDOT# (506489)
Search FMCSA Website
DataQs
Home
My DataQs
Help Center
Terms of Service
Any intentionally false or misleading statement, representation or document that you provide in support of a DataQs request may result in closure of your request. Additionally, you may be subject to prosecution for violation of Federal law punishable by a fine of not more than $10,000.00 or imprisonment of not more than 5 years, or both (18 U.S.C. 1001).
I affirm that all the information is true and accept all of the terms above.
Accept
Cancel

When to Submit a DataQs Request

- A roadside inspection violation appears factually incorrect or misapplied.
- A crash appears non-reportable, misassigned, or inaccurate.
- A crash may be eligible for the Crash Preventability Determination Program (CPDP)
- Inspection or crash data is recorded under the wrong carrier, driver, or vehicle.

Note: DataQs addresses data accuracy, not fines, citations, or officer conduct.

Documents to Have Available-INSPECTION DATAQ

- Inspection report number
- Date of inspection
- State of Inspection
- USDOT number
- Carrier legal name
- Power unit and trailer numbers
- License plate(s) and state(s)
- Driver name, CDL state and number (if applicable)
- Specific violation code(s) being disputed
- BASIC category impacted

Supporting Documentation

- Driver statement
- Dash cam or video footage
- Phone records (for distracted-driving violations)
- Repair or inspection records
- Company safety policy or training records
- Court disposition (if adjudicated)

Documents to Have Available-CRASH DATAQ

- Crash report number (State or FMCSA)
- Date, time, and location
- Reporting state and law enforcement agency
- Carrier, Vehicle, Driver
- USDOT number and carrier name
- Vehicle and trailer numbers
- Driver name and CDL information

Supporting Documentation

- Police accident report
- Photos or video
- Insurance or internal accident report
- Witness statements (if available)
- Tow or repair records (if relevant)
- Post-Accident Drug and Alcohol Testing Results and Chain of Custody
- Court disposition (if adjudicated)
- Driver MVR
- Driver Medical Card
- Statement as to why crash should be made Non-Preventable

Key DataQ Changes Coming Late September 2026

Mandatory three-stage review process for all DataQs requests]
Initial review, reconsideration, final review, with independent reviewers involved at later stages—not just the issuing officer.

Firm, enforceable deadlines tied to state funding:

- Initial review within 21 days
- Reconsideration within 21 days
- Final review within 45 days

Detailed written explanations required for all denials,

Defined look-back period for challenges:

- Inspection/violation data: up to 3 years
- Crash data: up to 5 years

Leveraging Data and Technology for Ongoing Improvement

Proactive Data Management

Real-Time Monitoring

Telematics and electronic logging devices enable real-time tracking of driver behavior and regulatory compliance for fleets.

Data Analytics for Safety

Data analytics identify behavior patterns and support predictive interventions to prevent traffic violations and accidents.

Improved Safety Scores

Technology adoption leads to at least 20% improvement in CSA scores, highlighting ongoing safety improvements.

Using Data to Prioritize Actions

Risk-Based Resource Allocation

Prioritize BASIC categories with the highest risk and impact to optimize safety improvements quickly.

Addressing Unsafe Driving Behaviors

Focusing on unsafe driving behaviors often leads to the fastest and most significant safety gains.

Data-Driven Training Development

Severity-weighted data guides development of targeted training and compliance programs for balanced risk management.

Shift from “Compliance Training” to Decision-Moment Training

Most CSA violations occur during predictable moments—not because drivers don’t know the rules, but because of rushed decisions.

Creative Approach

- Identify the top 5 decision moments that lead to violations (e.g., merging, tight customer yards, end-of-day fatigue, pre-trip shortcuts).
- Build 90-second micro-modules focused on what to do in that moment, not the regulation.
- Use real inspection photos or recreated scenarios.

Pre-Trip Inspections That Don’t Feel Like Paperwork

Most Vehicle Maintenance violations are driver-observable issues.

Creative Approach

- Replace checklists with:
- “Top 5 Fail Items This Month” boards (lights, tires, brakes, etc.)
- Visual defect cards posted in cabs.
- Rotate weekly focus items instead of inspecting everything every time.

Build a Near-Miss & “Almost-Violation” Program

Waiting for violations is reactive; near-misses are a free warning system.

Creative Approach

- Encourage reporting of:
- Nearly missed a pre-trip defect.
- Close calls with distracted driving.
- Reward reporting—not just clean records.

Build HOS Compliance Into How Loads Are Planned and Dispatched

HOS violations often stem from poor trip design, not driver intent.

Creative Approach

- Conduct “HOS Failure Mapping”
- Where do drivers routinely run out of hours?
- Which lanes, customers, or time windows create pressure?
- Adjust dispatch buffers or appointment windows for those lanes.

Violation Forecasting Using Simple Trend Signals

CSA data is backward-looking—but your operations aren't.

Creative Approach Track:

- Repeating violation locations.
- Same defect types across units.
- Time-of-day inspection failures
- Treat patterns as "future violation alerts", not historical metrics.

The Real-World Impact of CSA Scores on Fleet Operations

Enforcement Actions and Audit Triggers

Impact of Elevated CSA Scores

High CSA scores increase chances of compliance reviews and roadside inspections for carriers.

Possible Enforcement Actions

Enforcement can include fines, operational restrictions, or out-of-service orders for carriers.

Audit Threshold Awareness

Knowing audit triggers helps fleets prepare and reduce risk of costly enforcement interventions.

Reputation, Insurance Rates, and Customer Relationships

Impact on Fleet Reputation

High CSA scores negatively affect fleet reputation as customers value safety and transparency more.

Insurance Premiums and Coverage

Poor safety scores lead insurance providers to increase premiums and limit coverage for fleets.

Business Viability and Competitiveness

Maintaining good CSA scores is crucial for compliance and maintaining market competitiveness in logistics.

Driver Hiring, Retention, and Training Implications

Impact of CSA Scores
CSA scores affect recruitment by reflecting a carrier's safety reputation, influencing driver interest and hiring success.

Challenges in Hiring and Retention
High CSA scores indicate safety issues, making it harder to attract and keep qualified drivers in the company.

Benefits of Targeted Training
Investing in training focused on common violations improves driver skills, satisfaction, and compliance, lowering turnover.

Ongoing CSA BASIC Compliance and Safety Workflow

Hours of Service (HOS) Compliance Review

(HOS Compliance BASIC)
Review prior and current-day HOS logs for:

- Driving-time, on-duty, or cycle violations.
- Form and manner errors.
- Unassigned driving time.
- Personal conveyance use.

Ensure:

- Violations are annotated.
- Corrections are made per ELD rules.
- Proactively hold or reroute loads if a driver is at risk of an HOS violation.
- Document coaching or corrective action to prevent repeat offenses.

Unsafe Driving & Telematics Monitoring

(Unsafe Driving BASIC)
Review telematics events, including:

- Speeding
- Harsh braking
- Hard acceleration
- Seatbelt usage (if available)

- Identify patterns, not just single events.
- Provide same-day coaching for high-risk behaviors.
- Log corrective actions to demonstrate active safety management.

Vehicle Maintenance & DVIR Control

(Vehicle Maintenance BASIC)
Review all pre-trip and post-trip DVIRs:

- Confirm defects are clearly documented.
- Prioritize safety-critical systems (brakes, tires, lights, steering).

Coordinate with maintenance to:

- Place defective equipment out of service immediately.
- Track repair status and documentation.
- Verify repaired equipment is cleared and signed off before dispatch.
- Track repeat defects to identify systemic maintenance risks.

Driver Fitness Verification

(Driver Fitness BASIC.)
Confirm all active drivers have:

- A valid, current Medical Examiner’s Certificate and CDL
- No restrictions preventing safe operation.
- Monitor upcoming medical card expirations and remove drivers from service before expiration.
- Address self-reported medical concerns or fatigue indicators immediately.
- Ensure no load is assigned to an unqualified driver.

Controlled Substances & Alcohol Oversight

(Controlled Substances BASIC)
Verify daily that no driver is prohibited from duty due to:

- Drug & Alcohol Clearinghouse status
- Pending return-to-duty requirements

Confirm required testing is up to date:

- Pre-employment
- Random selections
- Post-accident (when triggered)
- Ensure supervisors are prepared to initiate and document reasonable suspicion testing when needed.
- Immediately remove drivers from safety-sensitive duties when required.

Dispatch & Operations Safeguards

(All BASICs)
Confirm before dispatch:

- Driver is HOS-available
- Driver is medically qualified
- Equipment is compliant and cleared

Address driver concerns regarding:

- Equipment condition
- Routing, weight limits, or compliance risks

Prevent “knowingly allowing” violations through clear communication between safety and dispatch.

Crash & Incident Follow-Up

(Crash Indicator BASIC)

For any crash or DOT-reportable incident:

- Confirm post-accident testing requirements are met.
- Review HOS, speed, and equipment condition at time of incident.
- Begin documentation immediately to support causal analysis and corrective action.

Engaging Drivers and Staff in a Safety-Focused Culture

Frequent Communication
Regular communication keeps safety top-of-mind and encourages proactive risk management among staff and drivers.

Recognition Programs
Recognition motivates drivers and staff by rewarding safe behaviors and reinforcing a positive safety culture.

Participative Safety Committees
Involving staff in safety committees fosters ownership and collaboration to improve workplace safety continuously.

Impact on Violations and Morale
Strong safety cultures reduce violations by 50% and boost employee morale, supporting sustained success in safety programs.

Proactive Safety Policies and Training Programs

Comprehensive Safety Policies
Comprehensive safety policies provide a foundation for consistent risk mitigation across fleet operations.

Tailored Driver Training
Continuous, customized driver training enhances skills and encourages proactive safety behaviors.

Behavioral Safety Emphasis
Focusing on behavioral safety alongside compliance reduces violations and unsafe driving incidents.

Reduced Crash Metrics
Fleets with training programs achieve 15-30% lower CSA scores and fewer crashes, showing measurable safety improvements.

Why This Works

- Prevents violations before they occur.
- Documents corrective action, not just detection.
- Supports audits, interventions, and insurance reviews.
- Reduces exposure across every CSA BASIC in one daily process.
- Reduces crash risk and helps build a safer fleet.

Questions

January 21
TRUCKING
Cross-Border Safety: Strengthening ELP Standards and CDL Integrity
1:00–2:00 PM CST

February 18
GENERAL INDUSTRY
Building a Safer Workplace: Reducing Workplace Injuries and Workers Compensation Claims for Drivers
1:00–2:00 PM CST

March 17
TRUCKING
Navigating FMCSA Compliance Reviews
1:00–2:00 PM CST

April 21
TRUCKING
Understanding CSA Scores and Their Impact
1:00–2:00 PM CST

May 20
GENERAL INDUSTRY
Safety Leadership: Empowering Supervisors to Drive Change
1:00–2:00 PM CST

June 17
TRUCKING
Crash Data Analysis: What Your Fleet's History is Telling You
1:00–2:00 PM CST

July 14
TRUCKING
Mastering HOS & PC Rules: Split-Sleeper in Action
1:00–2:00 PM CST

August 18
GENERAL INDUSTRY
Safety Training That Sticks: Learning Principles in Action
1:00–2:00 PM CST

September 15
TRUCKING
Securing the Scene: Best Practices After a Collision
1:00–2:00 PM CST

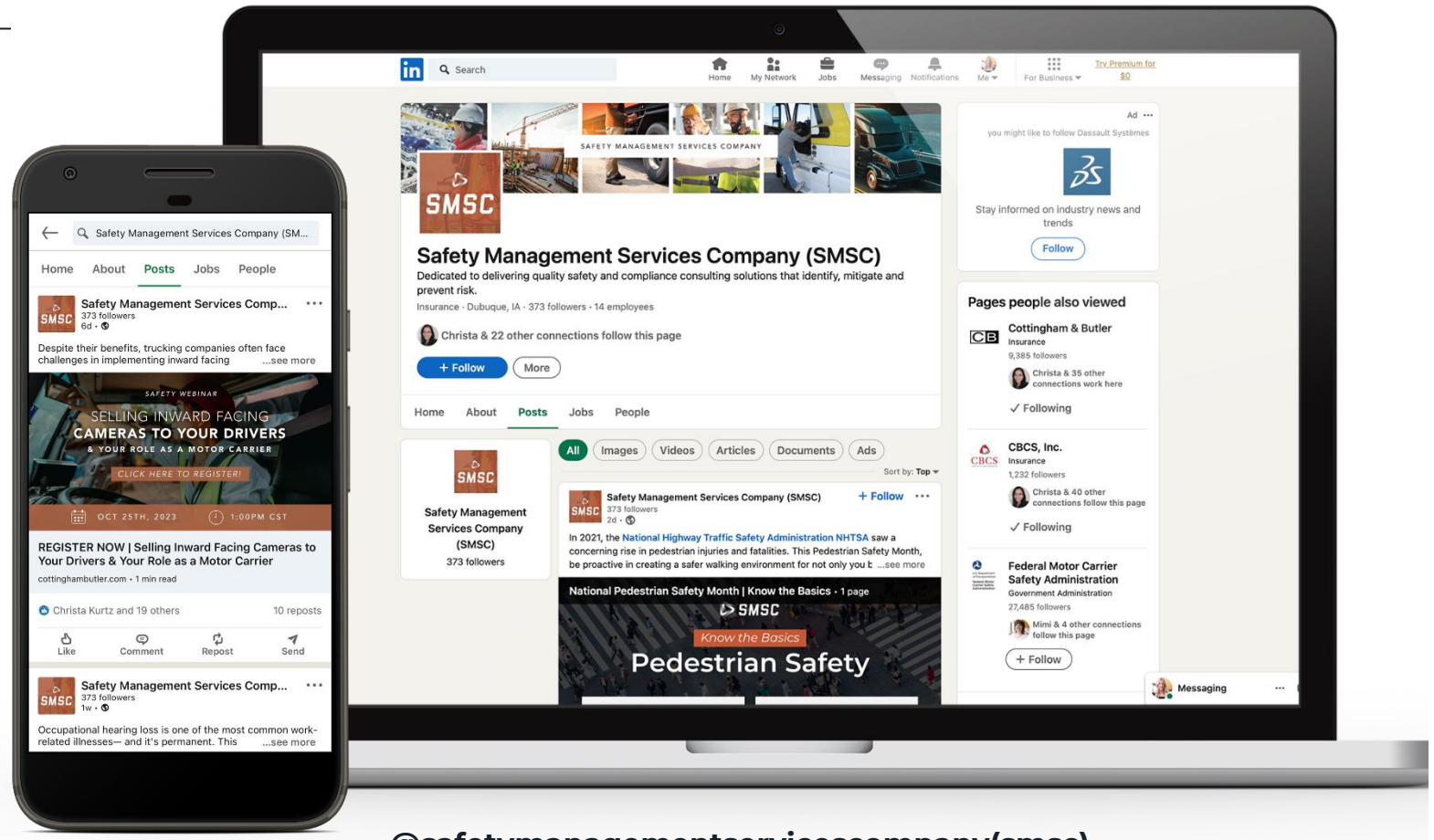
October 22
TRUCKING
The Impact of Drugs & Alcohol in Trucking
1:00–2:00 PM CST

November 17
TRUCKING
FMCSA HOS Exceptions & Operational Flexibility
1:00–2:00 PM CST

December 16
GENERAL INDUSTRY
OSHA Recordkeeping & ITA Compliance
1:00–2:00 PM CST

Scan for more upcoming events!

Let’s Stay Connected



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