

SAMPLE TRANSIT LLC

DBA: SAMPLE TRANSIT · USDOT 0000000 · MC000000

Fleet: 90 vehicles · 96 drivers · 218 inspections (24-mo)

Carrier Profile & SMS Regulatory Standing

Snapshot Date: March 27, 2026 · 24-month rolling window

FMCSA SAFETY RATING NOT RATED Authorized for operation on the nation's roadways.	LAST INVESTIGATION No Acute/Critical Violations Discovered in any reviewed BASIC. No active enforcement cases.
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FMCSA-Published OOS Rates vs. National Average

OOS Category	Carrier %	National Avg %	Status
Vehicle OOS Rate	16.0%	23.4%	BELOW NAT'L AVG
Driver OOS Rate	2.7%	6.7%	BELOW NAT'L AVG
Hazmat OOS Rate	—	4.4%	NOT REPORTED

BASIC Measure Scores — SMS Scorecard

BASIC	Score	Peer Group	Threshold Status
Unsafe Driving	Not Public	22-57 driver inspections w/ Unsafe Driving Violations	NOT PUBLIC
Crash Indicator	1.93	—	APPROACHING
HOS Compliance	0.43	101-500 relevant driver inspections	BELOW THRESHOLD
Vehicle Maintenance	2.43	21-100 relevant vehicle inspections	APPROACHING
Controlled Substances/Alcohol	0.02	1 driver inspection w/ Controlled Substances/Alcohol Violations	BELOW THRESHOLD
Hazardous Materials	Not Public	—	NOT PUBLIC
Driver Fitness	0.10	101-500 relevant driver inspections	BELOW THRESHOLD

Authority & Insurance Status

Property	Passenger	Household Goods	Broker
YES MC000000	NO	NO	NO

OOS Rate Reconciliation — Clean Match

Calculated Vehicle OOS: 14.4% · Published: 16.0% · Calculated Driver OOS: 3.2% · Published: 2.7%

Calculated and FMCSA-published rates align within tolerance. Use the published rates for all enforcement and prequalification discussions.

Performance Snapshot & BASIC Breakdown

CRITICAL ATTENTION — VEHICLE MAINTENANCE

Vehicle Maintenance accounts for 40 of 101 violations and 14 of 21 OOS events. Tires alone produced 11 violations and 9 OOS events across 10 distinct units — a fleet-wide systemic finding. Published Vehicle OOS rate is 16.0% (national average 23.4%); calculated rate is 14.4%. The Vehicle Maintenance BASIC measure score of 2.43 sits in the approaching-threshold range for the 21–100 inspection peer group.

Performance KPIs (24-month window)

VEHICLE OOS % (FMCSA) 16.0% <small>Below natl avg 23.4%</small>	TOTAL OOS EVENTS 21 <small>14 vehicle · 7 driver</small>	VIOLATIONS / INSPECTION 0.463 <small>Cross-fleet VPI</small>	INSPECTION VIOLATION RATE 32.6% <small>71 of 218 insp</small>
TOTAL CRASHES 7 <small>0 fatal · 3 inj</small>	CRASHES IN SMS 4 <small>3 DataQ not-prev.</small>	TOTAL VIOLATIONS 101 <small>24-month rolling</small>	DRIVER OOS % (FMCSA) 2.7% <small>Below natl avg 6.7%</small>

BASIC Breakdown — Violation Volume & OOS Concentration

BASIC	Violations	OOS	% of Total	Volume	Severity
Vehicle Maint.	40	14	39.6%		492
HOS Compliance	26	4	25.7%		181
Unsafe Driving	32	0	31.7%		177
Driver Fitness	2	2	2.0%		48
Drugs/Alcohol	1	1	1.0%		14

Vehicle Maintenance — Dominant Risk Category

Vehicle Maintenance produces 39.6% of all violations and 66.7% of all OOS events. The category is dominated by tire defects (11 violations, 9 OOS) and brake-related issues (7 violations, 2 OOS for "Brakes, All Others"). Lighting, emergency equipment, and inspection documentation also contribute. Pre-trip inspection discipline and fleet maintenance scheduling are the primary remediation levers.

OOS Exposure, Annual Trends & Fleet Unit Risk

Top OOS Exposure by Violation Group

Violation Group	Violations	OOS Events	OOS Conv. Rate	Severity
Tires	11	9	82%	268
Hours	8	3	38%	93
Brakes, All Others	7	2	29%	64
License-related: High	2	2	100%	48
Clearance Identification Lamps/Other	4	1	25%	20

Year-Over-Year Trend (Recent 12 mo vs Prior 12 mo)

VPI 0.380 Prior: 0.567 ▼ 33.0%	TOTAL VIOLATIONS 46 Prior: 55 ▼ 16.4%	OOS VIOLATIONS 12 Prior: 9 ▲ 33.3%	CRASH COUNT 6 Prior: 1 ▲ 500.0%
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Crash Exposure

TOTAL CRASHES 7	FATALITIES 0	INJURIES 3	TOW-AWAYS 6	NOT PREVENT. 3	IN SMS 4
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DataQ Status — Active and Effective

3 of 7 crashes have been successfully challenged via DataQ as Reviewed-Not-Preventable, removing them from SMS calculation. Continue this practice for any non-preventable crash. Zero fatalities across the 24-month window. Of the 4 crashes remaining in SMS, 3 occurred within the recent 12 months — monitor crash trend closely.

Top Fleet Unit Risk Profile

Plate	Type	Violations	OOS	Distinct Insp.	Date Range	Status
TE0000	SEMI-TRAILER	7	0	2	Mar 24–May 24	ELEVATED
TE0000	SEMI-TRAILER	7	1	4	Nov 24–Jun 25	REPEAT
NS0000	SEMI-TRAILER	6	3	4	Jun 24–Dec 25	REPEAT
NL0000	SEMI-TRAILER	6	1	2	Jul 25–Nov 25	ELEVATED
NK0000	SEMI-TRAILER	4	0	2	Jan 25–Oct 25	ELEVATED

Priority Action — Targeted Unit Inspection

Plates TE0001, TE0002, NS0003, NL0004, and NK0005 each appear on 2+ inspection dates with violations and account for a disproportionate share of vehicle defects. Pull these specific units from active service for full mechanical inspection and verify maintenance records. Plates NS0006 and TE0007 each carry 3 OOS events across 4 distinct dates — these are the highest-priority units in the fleet.

24-Month Quarterly Trend Analysis

Eight consecutive 3-month quarters covering the full 24-month SMS rolling window. VPI is the primary trend signal; Vehicle OOS % isolates fleet-condition pressure on the Vehicle Maintenance BASIC.

Quarter	Insp.	Viol.	OOS	VPI	Viol Rate %	Veh OOS %	Crashes	Trend
Mar–Jun '24	21	19	2	0.905	57.1%	9.1%	0	—
Jun–Sep '24	24	19	6	0.792	54.2%	33.3%	0	▼
Sep–Dec '24	26	13	1	0.500	34.6%	7.1%	0	▼
Dec–Mar '25	26	4	0	0.154	15.4%	0.0%	1	▼
Mar–Jun '25	29	11	2	0.379	31.0%	7.1%	1	▲
Jun–Sep '25	34	12	4	0.353	32.4%	15.4%	4	▼
Sep–Dec '25	34	16	3	0.471	23.5%	17.6%	1	▲
Dec–Mar '26	24	7	3	0.292	20.8%	30.0%	0	▼

Key Trend Insight — Significant Improvement from Peak

Peak VPI of 0.905 occurred in Mar–Jun '24. The most recent quarter (Dec–Mar '26) shows VPI of 0.292 — a 67.8% improvement from the peak. The 24-month trajectory is a meaningful downward trend in violation density. However, the most recent quarter Vehicle OOS rate of 30.0% is the second-highest in the window, signaling that while overall violation density has dropped, vehicle defect severity per inspection has crept back up. The Focus on Safety Program should target this specific dynamic.

State Performance, Positive Signals & Top Volume Violations

State Performance — Top Inspection Activity

State	Inspections	Violations	OOS	OOS Rate	Volume
SC	18	12	2	11.1%	
TX	20	12	2	10.0%	
LA	10	11	0	0.0%	
NC	70	10	4	5.7%	
TN	18	9	4	22.2%	
OH	12	7	2	16.7%	
MO	5	7	1	20.0%	
MN	3	6	3	100.0%	

Note: MN shows 100% OOS rate but only 3 inspections — sample size too small to indicate a trend. SC and TX produced the most violations by raw count. NC accounts for the largest inspection volume (70) due to home-state activity, with relatively low OOS exposure.

Positive Signals — Strengths to Reinforce

Strength	Metric	What It Means
Zero Fatalities	0 fatal crashes across 24 months	No fatality exposure; preserve current crash-prevention practices.
Below National Avg — Vehicle OOS	16.0% vs 23.4% natl avg	FMCSA-published Vehicle OOS rate well below national avg despite VM concentration.
Below National Avg — Driver OOS	2.7% vs 6.7% natl avg	Driver-side OOS performance is strong; HOS and Driver Fitness are well managed.
Driver Fitness BASIC — Below Threshold	Score 0.10	Driver qualification compliance remains in the safe zone.
Controlled Substances BASIC — Below Threshold	Score 0.02	Drug & Alcohol program is effectively administered.
HOS Compliance BASIC — Below Threshold	Score 0.43	ELD discipline is solid despite 18 inspection-level HOS findings.
DataQ Effectiveness	3 of 7 crashes removed from SMS	DataQ challenge program is actively used and successful.
VPI Improvement vs. Prior Year	33.0% reduction	Recent 12-month VPI improved year-over-year.

Top Volume Violations (24 months)

Violation Group	Count	OOS	Severity	Volume
Tires	11	9	268	
Other Log/Form & Manner	9	0	13	
Misc Violations	9	0	42	
Hours	8	3	93	
Dangerous Driving	8	0	65	
Brakes, All Others	7	2	64	

Training Recommendations & 90-Day Rollout

Violation Recurrence Summary

Violation Group	Recurrence	Dates	Units	Violations	OOS
Tires	Systemic + Fleet-Wide	10	10	11	9
Other Log/Form & Manner	Systemic + Fleet-Wide	8	8	9	0
Misc Violations	Systemic + Fleet-Wide	9	9	9	0
Hours	Systemic + Fleet-Wide	6	6	8	3
Dangerous Driving	Systemic + Fleet-Wide	8	8	8	0
Brakes, All Others	Systemic + Fleet-Wide	7	7	7	2
Other Driver Violations	Systemic + Fleet-Wide	6	6	6	0
Speeding 2	Systemic + Fleet-Wide	6	6	6	0
Clearance Identification Lamps/Other	Systemic + Fleet-Wide	3	3	4	1
False Log	Systemic + Fleet-Wide	4	4	4	1
Inspection Reports	Systemic + Fleet-Wide	4	4	4	0
Emergency Equipment	Systemic + Fleet-Wide	3	3	3	0

Prioritized SafetyTXT Training Recommendations

#1	CRITICAL	<p>Tires → Tire Inspection and Inflation Standards</p> <p>Recurrence: 11 violations · 9 OOS · 10 distinct dates · 10 distinct units — Systemic + Fleet-Wide</p> <p>Action: Mandatory module for all drivers. Pair with daily pre-trip tire pressure checks and a calibrated gauge in every cab. Audit completion within 30 days.</p>
#2	CRITICAL	<p>Hours of Service / ELD → ELD Form-and-Manner and HOS Compliance</p> <p>Recurrence: 8 HOS · 3 OOS · plus 9 Other Log/Form & Manner · 4 False Log — Systemic + Fleet-Wide</p> <p>Action: Refresher module covering 11-hour and 14-hour limits, ELD certification, and unassigned driving time. Particular focus on plates VZ0001, TE0002, NL0003 and drivers with false-log findings.</p>
#3	CRITICAL	<p>Brakes (All Others + OOA) → Air Brake System Awareness + Brake Adjustment Discipline</p> <p>Recurrence: 7 brake-system violations · 2 OOS · plus brake-out-of-adjustment + connection leaks — Systemic + Fleet-Wide</p> <p>Action: Driver-facing air brake awareness training, plus shop-floor adjustment audits. Cross-reference with maintenance records on the highest-volume tractors.</p>
#4	HIGH	<p>Dangerous Driving + Speeding → Defensive Driving and CSA Score Awareness</p> <p>Recurrence: 8 dangerous driving + 6 speeding 6-10 + 2 speeding 11-14 + 1 speeding 15+ — Systemic + Fleet-Wide</p> <p>Action: Focused module on speed management, lane discipline, traffic-control compliance, and following distance. Tie completion to driver scorecards.</p>

#5	HIGH	<p>Inspection Reports + Periodic Inspection → DVIR Quality and Periodic Inspection Documentation</p> <p>Recurrence: 4 violations for missing periodic inspection documentation — Systemic + Fleet-Wide</p> <p>Action: Verify every tractor and trailer carries current periodic inspection records. Driver DVIR module reinforced with shop-floor sign-off discipline.</p>
#6	HIGH	<p>Lighting + Conspicuity → Pre-Trip Lighting Inspection and Conspicuity Compliance</p> <p>Recurrence: 4 clearance lamp violations + multiple tail/license plate lamp findings + 2 conspicuity sheeting findings — Systemic + Fleet-Wide</p> <p>Action: Pre-trip inspection refresher with focus on lamp testing, retroreflective sheeting verification, and immediate replacement protocols.</p>
#7	CRITICAL	<p>CDL Compliance → CDL and Driver Qualification Compliance</p> <p>Recurrence: 1 CDL restriction violation (OOS) + 1 operating CMV without CDL (OOS) — Isolated but severe</p> <p>Action: Immediate driver qualification file audit. Verify every active driver has a current valid CDL with appropriate restrictions. These are 8-point severity events.</p>
#8	CRITICAL	<p>Drugs/Alcohol → Drug and Alcohol Clearinghouse Awareness</p> <p>Recurrence: 1 violation (OOS) — driver on duty in possession of narcotic/amphetamine — Isolated - maximum severity (10 points)</p> <p>Action: Reinforce zero-tolerance policy. Ensure every driver completes Clearinghouse awareness training. Single incident — but the highest-severity event in the dataset.</p>
#9	QUICK WIN	<p>Emergency Equipment → Emergency Equipment Compliance</p> <p>Recurrence: 3 violations (no OOS) — fire extinguishers missing/unsecured — Systemic + Fleet-Wide</p> <p>Action: One-time fleet-wide audit: every cab gets a properly mounted, charged extinguisher with current inspection tag.</p>
#10	QUICK WIN	<p>Cargo Securement → Cargo Securement Fundamentals</p> <p>Recurrence: 1 sided-vehicle securement violation (7-point severity) — Isolated</p> <p>Action: Refresher on load-securement standards for sided vehicles. Low recurrence but high severity weight when it does occur.</p>

90-Day Rollout Plan

Days 1–30	Days 31–60	Days 61–90
<p>IMMEDIATE STABILIZATION</p> <ul style="list-style-type: none"> • Pull plates NS0001, TE0002, TE0003, TE0004, NL0005 for full mechanical inspection • Mandatory tire training for all drivers (Module #1) • HOS/ELD refresher for all drivers (Module #2) • Driver qualification file audit — verify every active CDL • Emergency equipment audit — extinguishers in every cab • Reinforce DataQ challenge process for any new crash 	<p>TARGETED REMEDIATION</p> <ul style="list-style-type: none"> • Brake awareness module + shop-floor adjustment audits • Defensive driving + speed-management module • Pre-trip lighting and conspicuity module • DVIR quality + periodic inspection documentation refresh • Driver scorecards tied to module completion • Repeat-offender unit follow-up inspections 	<p>SUSTAIN AND MEASURE</p> <ul style="list-style-type: none"> • Quarterly SMS data pull + analyzer report comparison • Cargo securement refresher (low-frequency, high-severity) • Drug & Alcohol Clearinghouse awareness retraining • Document module completion rates by driver • Track Vehicle OOS % drop in next quarterly window • Establish ongoing Focus on Safety cadence

Ready to deploy the Focus on Safety Program?

[SafetyTXT.com](https://www.safetytxt.com) · Commercial Driver and HazMat Safety Training

Modular delivery via LearnPress · Corporate membership for fleet-wide access

Executive Summary

Analyst notes for SAMPLE TRANSIT LLC (USDOT 0000000)

1. Most Urgent Findings

Vehicle Maintenance dominates risk: 40 of 101 violations and 14 of 21 OOS events. Tires alone account for 11 violations and 9 OOS — a Systemic + Fleet-Wide finding spread across 10 distinct units.

FMCSA-published Vehicle OOS rate of 16.0% sits below the national average of 23.4%, but the Vehicle Maintenance BASIC measure score of 2.43 is approaching the alert threshold for the 21–100 inspection peer group.

Driver-side risk is concentrated in HOS/ELD compliance (26 violations) and Dangerous Driving + Speeding (16 combined). Two driver-fitness OOS events (CDL-related, 8-point severity) plus one Drugs/Alcohol OOS (10-point severity) demand immediate driver-qualification audit.

Crash exposure is contained: 7 total crashes over 24 months, 0 fatalities, 3 injuries, with 3 of 7 already removed via DataQ as Reviewed-Not-Preventable.

2. SMS Regulatory Standing

Safety Rating: Not Rated. No active enforcement cases. Last investigation showed no acute/critical violations discovered.

Vehicle Maintenance BASIC measure of 2.43 is the carrier's only flagged BASIC and is approaching the FMCSA intervention threshold for the peer group.

HOS Compliance (0.43), Driver Fitness (0.10), Controlled Substances (0.02), and Crash Indicator (1.93) are all below threshold ranges.

Unsafe Driving and HazMat are NOT PUBLIC due to insufficient data volume in their peer groups; the Unsafe Driving BASIC carries 32 violations underlying the score and warrants attention even without a public measure.

Sustained pressure on the Vehicle Maintenance BASIC over the next 12 months risks pushing the carrier into an FMCSA prioritized monitoring status, which can trigger compliance reviews.

3. Most Impactful SafetyTXT Intervention

Single highest-impact module: Tire Inspection and Inflation Standards.

This module addresses the violation group with the highest OOS conversion rate in the dataset (9 OOS / 11 violations = 82% conversion), spread across 10 distinct units and 10 distinct dates — the textbook definition of a Systemic + Fleet-Wide finding.

Driving the tire violation count down by 50% would reduce the Vehicle Maintenance BASIC severity score by an estimated 100+ points, materially moving the carrier away from the alert threshold.

Recommended deployment: mandatory module completion for all drivers within 30 days, paired with a calibrated tire pressure gauge in every cab and a daily pre-trip pressure check requirement on driver DVIRs.

4. Quarterly Trend Direction

Peak VPI of 0.905 occurred in Mar–Jun '24. Most recent quarter (Dec–Mar '26) VPI is 0.292 — a 67.8% improvement from peak.

Year-over-year: VPI dropped 33.0% (from 0.567 to 0.380). Total violation count fell 16.4% even as inspection volume rose.

Counter-signal: Vehicle OOS % in the most recent quarter (30.0%) is the second-highest in the 24-month window. While violation density has dropped, defect severity per inspection has crept up — fewer inspections find problems, but when they do, the problems are more serious.

The Focus on Safety Program targets exactly this dynamic: reducing both the frequency and the severity of vehicle defects via systematic pre-trip discipline.

5. Overall Performance Direction

Improving: VPI year-over-year, total violation count year-over-year, driver-side OOS performance, DataQ challenge effectiveness.

Flat or concerning: Vehicle Maintenance BASIC score, recent-quarter Vehicle OOS rate, Tires and Brakes recurrence flags, repeat-offender unit concentration.

Anomalies: Five plates (NS0001, TE0002, TE0003, TE0004, NL0005) carry a disproportionate share of vehicle defects — pulling these for inspection and maintenance audit will measurably move the BASIC score.

Confirmed positives: zero fatalities, no acute/critical violations in the most recent investigation, OOS rates below national average, all reviewed BASICs below threshold except VM (approaching).

DataQ status: actively used and effective — 3 of 7 crashes successfully challenged. Maintain this practice.

Bottom line: this is a fundamentally sound carrier with one concentrated weakness (Vehicle Maintenance) that is fully addressable through driver training, fleet maintenance discipline, and targeted unit-level intervention.