

Data Quality Office Hours

SAFETYNET Data Quality Tool

September 28, 2021



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



Agenda

- Data Quality Updates
- Special Topic: Data Quality Tool
- Demonstration: Downloading the Data Quality Tool
- Questions and Open Discussion

Data Quality Updates

- State Safety Data Quality (SSDQ) Enhancements
- Crash Reportability Policy Update
- DataQs Guide (version 3)
- CVSA\FMCSA Data Quality & Systems Training (August 16-18)

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Please see the SAFETYNET Data Quality Tool Session Notes for more information regarding Data Quality program updates.

Special Topic: Data Quality Tool

Kevin Berry, Program Analyst, U.S. DOT Volpe Center

Jim Wright, Maine State Police, Troop K

Our special topic is on the Data Quality Tool. Today's special topic is brought to you by Kevin Barry and Jim Wright. I will let them introduce themselves and we will get started.

I'm Kevin. I have known many of you through my work in the Data Quality program. I have been in that area for probably over 12 years or so. I am a Data Quality Specialist for the Western Service Center. And a few other states including Illinois, Missouri, Michigan, and Connecticut. With me today, we are lucky to have one of the veterans of the program, Jim Wright.

I'm Jim and I am the Motor Carrier Supervisor in Maine. I have been doing this job for a little bit more than 10 years. Prior to that, I was a commercial vehicle enforcement trooper out on the roads. So, I can see it from both sides of the fence.

Special Topic: Agenda

- Importance of Data Quality Crash and Inspection Reports
- Data Quality Report – Inspection: Example
- Data Quality Report – Crash: Example

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Let's get to the agenda for today's special topic. We want to cover the importance of the Data Quality Crash and Inspection Reports. We will then cover an example of both reports.

Learning Objectives

By the end of this webinar, attendees will be able to:

- Explain why this tool matters to advancing safety
- Effectively use the report data generated by the tool to improve the quality of the inspection and crash data

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By the end of this webinar, we hope you will be able to explain why the tool matters to advancing safety, and to effectively use the report data generated by the tool to improve the quality of the inspection and graph data that gets uploaded.

Why is the Data Quality Tool Important?

Work smarter to improve your data

- The Data Quality Tool creates reports from a series of queries intended to improve the quality of the data
- The reports display crash and inspection records that might need data quality improvement
- The reports can use either all new records or records already uploaded for a specific date range based on what the user chooses

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Why is the Data Quality Tool important? It allows you to work smarter, to include your data. The tool creates reports from a series of queries that are intended to improve the quality of the data. Many years ago, we were getting reports from the states asking if we could set up queries that would show late records or records that are incomplete. So, after seeing the trend, Nelson created this tool that would automatically generate the queries to create these reports that anyone would have the ability to run. So, we didn't have to write individual queries for everyone. It has been a really useful tool.

The reports display the crash inspection records that might need data quality improvement. It will show records that have missing data or records that have not matched to a carrier, or so forth. We will get in and show some of that later. That is generally what it does. It shows records that need improvement while they are still in SAFETYNET. So, when they do get uploaded the information is correct.

You have two choices while using the tool. You can either choose to view only records, which you are going to look at all the data that is in SAFETYNET that has not yet been uploaded. Or, you also have the option to put in a specific date range and that would show records that have been previously uploaded if for some reason, you wanted to go back and look at a certain period of time or specific record. Today, we will be showing the examples on the new records. We want to show you how using the Data Quality Tool can help you on the SAFETYNET side to get the data more accurate, more complete.

Why is the Data Quality Tool Important?

Your data supports FMCSA Safety Programs

- Complete, accurate, and timely data ensures that motor carriers are rated appropriately for safety
- Crashes, as well as inspections with violations, can alert FMCSA to carriers that may need intervention for unsafe driving practices
- Clean inspections can help a motor carrier's safety profile
- Complete, accurate, and timely data keeps the State's database clean and their SSDQ measures in good standing

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The data that you provide and upload supports all safety programs. So, getting complete data is important. It allows us to make sure that the carriers are rated appropriately for safety. What we don't want is to have a bunch of crashes that aren't getting included in our safety programs. We want to avoid a scenario in which a carrier should be looked at for some type of insurrection, did get to pass because some of the poor data that should be on that record is not getting matched properly.

Crashes as well as inspections can alert the carriers that may need intervention for some type of unsafe driving practices. On the other hand, inspections will help develop the motor carrier safety profile. If the carrier is getting consistently good inspections, we want to show that as well. We want to avoid tracking down and doing some type of audit or reviews against motor carriers consistently adhering to safe driving practices.

Finally, it can also help you keep your state's database clean and your SSDQ measures in good standing.

Why is the Data Quality Tool Important?

SSDQ Measures

Click each measure to learn how you can improve your State's data quality.

CRASH MEASURES



INSPECTION MEASURES



Data Source: FARS records and MCMIS crash and inspection records.

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This is what everyone is striving for. Hopefully, you are all familiar with this. If not, this is the overall rating for one state. It just shows that the state is green in all 10 of the measures and indicators. They are doing well and they probably do use the Data Quality Tool behind the scenes to make sure that the data is accurate. That is what we are all striving for. Using this tool can definitely help because if it is correct in SAFETYNET, it will never have a negative effect on your ratings. Jim will now talk specifically about the report.

Data Quality Tool: Inspection Records Report

- Inspection Timeliness
- Inspection Driver Completeness
- Inspection Vehicle Completeness
- Inspection VIN Accuracy

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Alright, we're going to talk about the Inspection Report and then we will go into the Crash Report. There are a lot of similarities between the two reports. As he said, we are going to talk about the Timeliness, Driver Completeness, Vehicle Completeness, and VIN Accuracy. These are the four reports that are in the Inspection Records Report.

If you are doing "All Reports", you will not see Timeliness because Timeliness is the upload part of the report. So, on "All Reports", those reports have already been uploaded and pending so there is no timeliness to do that.

Data Quality Tool: Inspection Records Report

SAFETYNET
DATA - QUALITY - REPORT
NEW - INSPECTION - RECORDS

This report presents findings from analysis performed on your State's SAFETYNET Inspection data. It is meant to be used as tool to identify records that might have compromised data. You can correct the data before upload to the Motor Carrier Management Information System (MCMIS).

This report presents results in a table format for the following sections:

.....INSPECTION TIMELINESS
.....INSPECTION DRIVER COMPLETENESS
.....INSPECTION VEHICLE COMPLETENESS
.....INSPECTION VIN ACCURACY

The targeted records are new Inspection records that have been recently imported or manually entered into SAFETYNET. These records have not been uploaded to MCMIS yet.

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This is the header you will see when you run the report. There isn't much to the header, so you should focus on the rest of the report.

Inspection Records Report: Timeliness

Records 21 days old and under

This table displays counts of new inspections records that upon import to SAFETYNET, were still within 21 days of the inspection date. These records have not been uploaded to MCMIS. Any processing delays may result in the records being uploaded late to MCMIS. This is especially true for those records on the cusp of the 21 days (15 < DAYS <= 21).

DAYS <= 15	15 < DAYS <= 21	TOTAL 21 DAYS OLD AND UNDER
210	8	218

Records over 21 days old

This table displays counts of new inspections records that were over 21 days old upon import to SAFETYNET. These records have not been uploaded to MCMIS yet.

21 < DAYS <= 30	30 < DAYS <= 100	DAYS > 100	TOTAL OVER 21 DAYS OLD
0	0	13	13

Records over 21 days old by inspector Code

This table displays the count of new inspection records that were over 21 days old upon import to SAFETYNET. These records have not been uploaded to MCMIS. The Inspector Codes may help target inspectors for training in the FMCSA's 21-day timeliness requirement.

INSPECTOR CODE	INSPECTOR NAME	NUMBER OF RECORDS	DAYS LATE
005968	K SARGENT	8	110
005968	K SARGENT	4	151
099636	C SANDERS	1	821

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So, let's talk about the rest of the report. As you know, the Inspection Reports are supposed to be in within 21 days after the inspection. The last few days before the inspection are the most important. Because if you are over 21 days, that inspection is marked late. Reports less than 15 days old give you a whole week to look at them. Reports in the window of 15-21 days old need to be addressed immediately because you're coming up on the deadline. Once it goes over 21 days, is already late. It is supposed to get in, but, as soon as possible, but, at this point, it has already been marked late. And, down below, you see the ones that are talking about over 21 days. Are they just over 21 days between 21 and 30? Are they 30 to 100? Over 100? You can't tell. Focus on the ones that are less than 21 days old, particularly the ones that are coming up on the 21-day deadline.

Before we go to the poll, we had a question from one of our participants. They are wondering how does this reflect an inspection that was reopened and the inspector resent it without any changes. Once it has been, if you have not uploaded it, the changes will be made and still not uploaded. Once it is uploaded, any changes made after that will still be uploaded. So, a change down the road, even if you go back and make some changes, even if you just upload it, without any corrections, it will mark it as uploaded. You can still go back in and make changes. And that won't affect the upload date.

Inspection Timeliness

Poll #1

Which timeframe on the report should be looked at first to ensure that records currently in SAFETYNET are uploaded within the 21-day requirement?

DAYS <= 15	15 < DAYS <= 21	TOTAL 21 DAYS OLD AND UNDER	
210	8	218	

DAYS <= 15	30 < DAYS <= 100	DAYS > 100	TOTAL OVER 21 DAYS OLD
0	0	13	13

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We will leave some time at the end of our session at the end of the overall webinar. Let's move on to the first poll. As I commented, Jim is everyone's favorite teacher. He likes to give the answers to the quiz and test out ahead of time. Hopefully, you were listening. We are asking, "Which timeframe on the report should be looked at first to ensure that records currently in SAFETYNET are uploaded within the 21 day requirement." Less than 15, 15 to 21, 21 to 30, and over 100. I will give everyone a minute.

Inspection Timeliness

Poll #1

Which Timeframe on the report should be looked at first to ensure that records currently in SAFETYNET are uploaded within the 21 day requirement:

DAYS <= 15	15 < DAYS <= 21	TOTAL 21 DAYS OLD AND UNDER	
210	8	218	

DAYS <= 15	30 < DAYS <= 100	DAYS > 100	TOTAL OVER 21 DAYS OLD
0	0	13	13

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Alright, let's check the poll results. 75% of the responses had the correct answer. Which was 15 to less than or equal to 21 days. The reason for that was touched on when he was going through the report. You want to make sure to upload any records in the 15–21-day window as soon as possible to keep them from being late. The other 25% of these responses were up to 15 days. That is a good answer. Not quite spot on, because you still have another six days to run and upload to make sure that those get in in less than the 21 days. I would recommend doing anything close to 21 days first, if possible. The reason for that is to benefit other safety programs. Newer records count more heavily than the older records in programs such as the CSA program and the Safety Measurement System, where carriers get rated. While turning in a late record doesn't benefit our program, we still like to get them in as soon as possible to benefit these other programs. So, that is it for the quiz. Let's move on to the Crash Records Report.

Data Quality Tool: Crash Records Report

Shows records that might need data quality improvement:

- Record Counts
- Crash Timeliness
- Crash Driver Completeness
- Crash Vehicle Completeness
- Crash VIN Accuracy
- Crash Accuracy
- Possible Crash Duplicate Records
- Possible Warnings/Rejections

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The Crash Records Report will give you the crash count, the Timeliness (Timeliness is, again, only on new reports), Driver Completeness, Vehicle Completeness, VIN number, Crash Accuracy, Duplicate Reports, and Warnings and Re-checks. So, these are crashes actually have a few more categories than Inspection reports.

Data Quality Tool: Crash Records Report

SAFETYNET
DATA - QUALITY - REPORT
NEW - CRASH - RECORDS

This report presents findings from analysis performed on your State's SAFETYNET Crash data. It is meant to be used as tool to identify records that might have compromised data. You can correct the data before upload to the Motor Carrier Management Information System (MCMIS).

This report presents results in table format for the following sections:

-RECORD COUNTS - Non-Reportable records
-CRASH TIMELINESS
-CRASH DRIVER COMPLETENESS
-CRASH VEHICLE COMPLETENESS
-CRASH VIN ACCURACY
-CRASH ACCURACY
-POSSIBLE CRASH DUPLICATE RECORDS
-POSSIBLE WARNINGS/REJECTIONS

The targeted records are new Crash records that have been recently imported or manually entered into SAFETYNET. These records have not been uploaded to MCMIS yet.

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Here is the header of the Crash Records Report. The copies of all the reports are in the agenda. So, you can see all the reports.

Crash Records Report: Vehicle Completeness

CRASH VEHICLE COMPLETENESS

This table displays all crash records with blank and invalid vehicle fields.

The following criteria were used in the query:

- VEHICLE CONFIGURATION: is blank
- CARGO BODY TYPE: is blank
- GVWR: is blank
- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc)

Records where the LAST NAME field is equal to 'Hit and Run' are not considered invalid.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	VEHICLE CONFIG	CARGO BODY TYPE	GVWR	LICENSE PLATE NUMBER
IN0011166747	26-JAN-21	23:50	1			2	5AA5151
IN0012063779	30-NOV-20	10:00	1	4	2		OYA3840
IN0013013062	10-JAN-21	07:25	1		5	2	199ED21
IN0013023517	20-NOV-20	08:18	1			2	B42836
IN0014065622	26-OCT-20	03:32	1	99	5	2	NONE-TEMP
IN0013047970	20-OCT-20	13:33	1	4	2		B44777

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First thing we will talk about is Vehicle Completeness. When you're pulling up come on roadside, if you're pulling up a registration to see if the truck has ever been inspected before, and if somebody typed in the registration wrong, you are not going to find it. This report looks at the configuration, the cargo body type, the GVWR, and the registration. You can see here that some things are missing. There is nothing in configuration. There's nothing over here in cargo body type. GVWR is missing. Somebody has also entered in "none" or "temporary registration plate". These appear to be inaccurate, or they are missing some information. You do, however, have the report number, the date of the crash, and the time of the crash. So, you should be able to go back in there and either make the correction on these or send them back to the department that is filing these and have them corrected. But, again, these are all going to show up as errors on your score. So, the more accurate you are, the more accurate motor carriers' records are.

Crash Records Report: Driver Completeness

CRASH DRIVER COMPLETENESS

This table displays all crash records with blank and invalid driver fields.

The following criteria were used:

- FIRST and LAST NAME: initials only, numbers, non-alphanumeric characters, words like 'NONE', 'LEFT', etc.
- Records with these words in the LAST NAME fields are not considered invalid: 'Parked', 'Driverless', 'Attenuator',
- 'Unknown', 'Autonomous', 'Hit and Run' or 'Stolen'.
- DATE OF BIRTH: age should be between 14 and 90 years-old
- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc.
- DRIVER LICENSE CLASS: is blank or not equal to A, B, C, D or M

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	FIRST NAME	LAST NAME	DATE OF BIRTH	LICENSE NUMBER	LICENSE CLASS
IN0011161928	28-SEP-20	16:34	1	SAM	ALLEN	14-JAN-72		A
IN0012063779	30-NOV-20	10:00	1	SAM	THOMAS	31-MAY-01	NO-WA-ZN-G252CG	A
IN0013072890	20-NOV-20	15:40	1	JOE	THOMAS	19-APR-49	4W062702	E
IN0011092719	27-SEP-20	06:45	1	MARY	O'CONNOR	05-NOV-81	5SR65189	
IN0013031803	29-DEC-20	20:05	1	M	H	25-MAR-82	3L013137	B
IN0013034151	24-NOV-20	10:23	1	PAT	HILL	08-APR-86	W1156214	
IN0013038669	26-SEP-20	22:15	1	NICK	COOPER		899	B

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Another one of the reports is Driver Completeness. It gives you the report number and the date. It's also going to give you the first name, last name, date of birth, license number, and license class. These are all important. One of these is missing in each of the records. Again, these can be corrected before you upload them or if you're doing the "All Reports," it can be corrected again after it has been uploaded. You can see where the errors are. It looks for things like a date of birth that is either under the age of 14 or over the age of 90. It looks for words like legal driver, illegal driver, things like that. These are things that shouldn't be in the report.

Crash Driver Completeness

Poll #2

How many records on the Driver Completeness Report are considered Not Complete based on what is listed for the License Class field?

FIRST NAME	LAST NAME	DATE OF BIRTH	LICENSE NUMBER	LICENSE CLASS
SAM	ALLEN	14-JAN-72		A
SAM	THOMAS	31-MAY-01	NO-WA-ZN-G252CG	A
JOE	THOMAS	19-APR-49	4W062702	E
MARY	O'CONNOR	05-NOV-81	5SR6189	
M	H	25-MAR-82	3L013137	B
PAT	HILL	08-APR-86	W1156214	
NICK	COOPER		899	B

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Now we have the second poll. “How many records on the Driver Completeness Report are considered Not Complete based on what is listed for the License Class field?”

We will come back and review like we did last time.

Crash Driver Completeness

Poll #2

How many records on the Driver Completeness Report are considered Not Complete based on what is listed for the License Class field?

FIRST NAME	LAST NAME	DATE OF BIRTH	LICENSE NUMBER	LICENSE CLASS
SAM	ALLEN	14-JAN-72		A
SAM	THOMAS	31-MAY-01	NO-WA-ZN-G252CG	A
JOE	THOMAS	19-APR-49	4W062702	E
MARY	O'CONNOR	05-NOV-81	5SR6189	
M	H	25-MAR-82	3L013137	B
PAT	HILL	08-APR-86	W1156214	
NICK	COOPER		899	B

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Let's review. So, two records were blank. Those are obvious that those are not complete, but we also have the record with the license class of E. That is not a valid license class for the commercial driver's license.

Special Topic: Question and Answer

Have more questions? Let us know!



Kevin Berry

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Additional Resources

Data Quality Website

<http://ai.fmcsa.dot.gov/DataQuality>

Data Quality Learning Center

<https://ai.fmcsa.dot.gov/DataQuality/LearningCenter/Default.aspx>

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If you have any questions, please feel free to reach out. I have my name, email, phone number, along with Jim's. I also have two key websites that you'll want to know about: the Data Quality website, that is where the measures are located. And, also, the Data Quality Learning Center, which is a somewhat new section on the Data Quality website. It has a wealth of information and there are so many great tools there where I think even the most veteran users can pick up some pointers and newcomers can find some help getting started. Please take a look at that when you have a chance. I just wanted to point out one more thing. When you download the presentation, we have an appendix on the screen. So, on the last 10 or 12 slides, the appendix has a screenshot of every available report on the Data Quality Tool.

Demonstration:
Downloading the Data Quality Tool

Nelson Cañas, Senior Data and Systems Analyst,
U.S. DOT Volpe Center

Please see the Data Quality Tool Download Instructions for guidance on downloading the tool.

Questions and Open Discussion

Kevin Berry, Program Analyst, U.S. DOT Volpe Center
Nelson Cañas, Senior Data and Systems Analyst,
U.S. DOT Volpe Center

Please see the SAFETYNET Data Quality Tool Session Notes for a recap of the Question-and-Answer segment of the presentation.

Thank you for joining us!

Appendix: Available Reports

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The Appendix contains the full suite of reports available in the SAFETYNET Data Quality Tool, including those not covered in the presentation.

Inspection Records Report: Timeliness

Records 21 days old and under

This table displays counts of new inspections records that upon import to SAFETYNET, were still within 21 days of the inspection date. These records have not been uploaded to MCMIS. Any processing delays may result in the records being uploaded late to MCMIS. This is especially true for those records on the cusp of the 21 days (15 < DAYS <= 21).

DAYS <= 15	15 < DAYS <= 21	TOTAL 21 DAYS OLD AND UNDER
210	8	218

Records over 21 days old

This table displays counts of new inspections records that were over 21 days old upon import to SAFETYNET. These records have not been uploaded to MCMIS yet.

21 < DAYS <= 30	30 < DAYS <= 100	DAYS > 100	TOTAL OVER 21 DAYS OLD
0	0	13	13

Records over 21 days old by inspector Code

This table displays the count of new inspection records that were over 21 days old upon import to SAFETYNET. These records have not been uploaded to MCMIS. The Inspector Codes may help target inspectors for training in the FMCSA's 21-day timeliness requirement.

INSPECTOR CODE	INSPECTOR NAME	NUMBER OF RECORDS	DAYS LATE
005968	K SARGENT	8	110
005968	K SARGENT	4	151
099636	C SANDERS	1	821

Inspection Report: Driver Completeness

INSPECTION DRIVER COMPLETENESS

This table displays driver and co-driver data from inspections levels 1, 2, 3. Any record with a blank or invalid entry is listed below. The following criteria were used:

- FIRST and LAST NAME: initials only, numbers, non-alphanumeric characters, words like 'UNKNOWN', 'PARKED', etc.
- DATE OF BIRTH: age should be between 16 and 90 years-old
- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc.

REPORT NUMBER	INSPECTION DATE	INSPECTION TIME	DRIVER/ CO-DRIVER	DRIVER FIRST NAME	DRIVER LAST NAME	DRIVER DATE OF BIRTH	DRIVER LICENSE NUMBER
IN0000577056	10-FEB-21	16:01	Driver	DAVE	ROGERS	21-MAR-55	NO-WA-ZN-G252CG
IN0000577448	01-FEB-21	11:00	Driver	MAGGIE	KOLE	15-AUG-71	NOLIC
INLAAP000482	26-FEB-21	04:26	Driver	KEVIN		25-NOV-69	L95150308CDLA
INLAFM001435	16-FEB-21	10:30	Driver		ROGERS	14-MAR-63	007200431ACDL
INLAGG003658	07-FEB-21	10:10	Driver	UNK	UNK	09-JAN-72	UNK
INLAIW000017	05-FEB-21	12:19	Driver	BOB	WEST	28-DEC-29	900076164

Inspection Reports: Vehicle Completeness

INSPECTION VEHICLE COMPLETENESS

This table displays new inspection records with blank or invalid vehicle fields. The following criteria were used:

- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc.
- GVWR: values between 0 and 1000. Note: These values are not invalid according to the current State Safety

Data Quality (SSDQ) measure, however future enhancements to the measure may consider them invalid.

REPORT NUMBER	INSPECTION DATE	INSPECTION TIME	UNIT NUMBER	VEHICLE LICENSE NUMBER	GVWR
IN0000577207	28-FEB-21	10:04	2	PT13287	
IN0000577207	28-FEB-21	10:04	1	LR5268	
IN0000577281	23-FEB-21	18:10	1	P464321	
IN0000577281	23-FEB-21	18:10	2	T284711	
IN0000577672	13-FEB-21	09:55	1	UNKNOWN	48000
IN0000578099	22-FEB-21	17:55	2	SH7645	
IN0000578099	22-FEB-21	17:55	1	PAZ792	
IN0000670430	22-FEB-21	11:15	2	E613603	
IN0000670430	22-FEB-21	11:15	1	B407239	
INLAAU001193	01-FEB-21	18:08	2	NONE	65000
INLABF009670	07-FEB-21	12:00	2	2961BH	0

Inspection Records Report: VIN Accuracy

INSPECTION VEHICLE COMPLETENESS

This table displays new inspection records with blank or invalid vehicle fields. The following criteria were used:

- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc.
- GVWR: values between 0 and 1000. Note: These values are not invalid according to the current State Safety

Data Quality (SSDQ) measure, however future enhancements to the measure may consider them invalid.

REPORT NUMBER	INSPECTION DATE	INSPECTION TIME	UNIT NUMBER	VEHICLE LICENSE NUMBER	GVWR
IN0000577207	28-FEB-21	10:04	2	PT13287	
IN0000577207	28-FEB-21	10:04	1	LR5268	
IN0000577281	23-FEB-21	18:10	1	P464321	
IN0000577281	23-FEB-21	18:10	2	T284711	
IN0000577672	13-FEB-21	09:55	1	UNKNOWN	48000
IN0000578099	22-FEB-21	17:55	2	SH7645	
IN0000578099	22-FEB-21	17:55	1	PAZ792	
IN0000670430	22-FEB-21	11:15	2	E613603	
IN0000670430	22-FEB-21	11:15	1	B407239	
INLAAU001193	01-FEB-21	18:08	2	NONE	65000
INLABF009670	07-FEB-21	12:00	2	2961BH	0

Crash Records Report: Record Counts

Non-Reportable Records

RECORD COUNTS - Non-Reportable records

This table displays selected fields for potentially non-reportable crash records. If uploaded with the current information, MCMIS will reject these records. Please verify that they meet the FMCSA's reporting criteria and modify the information, if necessary. The TO BE UPLOADED flag indicates whether the records will get selected for upload.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	FATALITIES	INJURIES	TOWAWAY	FEDERALLY RECORDABLE	STATE REPORTABLE	TO BE UPLOADED
IN0011191077	04-SEP-20	17:25	1	0	0	N	N	Y	N
IN0012052528	06-JAN-21	07:40	1	0	0	N	N	Y	N
IN0013069105	15-OCT-20	12:15	1	0	0	N	N	Y	N
IN0014020589	12-NOV-20	11:19	1	0	0	N	N	Y	N
IN0014046007	10-FEB-20	14:41	1	0	0	N	N	Y	N
IN0014047520	26-OCT-19	06:27	1	0	0	N	N	Y	N
IN0014057224	09-NOV-20	10:02	1	0	0	N	N	Y	N
IN0014072027	07-DEC-19	11:35	1	0	0	N	N	Y	N

Crash Records Report: Timeliness

Records 90 days old and under

This table displays counts of new crash records that upon import to SAFETYNET, were still within 90 days of the crash date. These records have not been uploaded to MCMIS. Any processing delays may result in the records being uploaded late to MCMIS. This is especially true for those records on the cusp of the 90 days (80 < DAYS <= 90).

DAYS <= 80	80 < DAYS <= 90	TOTAL 90 DAYS OLD AND UNDER
31	3	34

Records over 90 days old

This table displays counts of new crash records that were over 90 days old upon import to SAFETYNET.

These are records that have not been uploaded to MCMIS yet.

90 < DAYS <= 100	100 < DAYS <= 200	DAYS > 200	TOTAL OVER 90 DAYS OLD
0	0	4	4

Records over 90 days old by Agency/Badge

This table displays counts of new crash records that were over 90 days old upon import to SAFETYNET.

These records have not been uploaded to MCMIS. The agency and Badge Number fields may help target those officers for training in the FMCSA's 90-day timeliness requirement.

AGENCY	BADGE	NUMBER OF RECORDS	DAYS LATE
Austin City Police	2441	1	299
Austin City Police	5230	1	263
Rancho Viejo Town Police	4917	1	299
Texas City City Police		1	202

Crash Records Report: Driver Completeness

CRASH DRIVER COMPLETENESS

This table displays all crash records with blank and invalid driver fields.

The following criteria were used:

- FIRST and LAST NAME: initials only, numbers, non-alphanumeric characters, words like 'NONE', 'LEFT', etc.
- Records with these words in the LAST NAME fields are not considered invalid: 'Parked', 'Driverless', 'Attenuator',
- 'Unknown', 'Autonomous', 'Hit and Run' or 'Stolen'.
- DATE OF BIRTH: age should be between 14 and 90 years-old
- LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc.
- DRIVER LICENSE CLASS: is blank or not equal to A, B, C, D or M

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	FIRST NAME	LAST NAME	DATE OF BIRTH	LICENSE NUMBER	LICENSE CLASS
IN0011085348	10-SEP-20	14:55	1	DAVE	KIDD	11-FEB-70	NONE	B
IN0012063779	30-NOV-20	10:00	1	NONE	THOMAS	31-MAY-01	NO-WA-ZN-G252CG	A
IN0012076619	29-NOV-20	13:05	1	GEORGE	THOMAS			
IN0012175981	14-JAN-21	07:30	1	JULIO	ARGUETA		7AX67204	C

Crash Record Report: Vehicle Completeness

CRASH VEHICLE COMPLETENESS

This table displays all crash records with blank and invalid vehicle fields.

The following criteria were used in the query:

- VEHICLE CONFIGURATION: is blank
 - CARGO BODY TYPE: is blank
 - GVWR: is blank
 - LICENSE NUMBER: three characters or less, non-alphanumeric characters, words like 'UNREADABLE', 'LICENSE', etc)
- Records where the LAST NAME field is equal to 'Hit and Run' are not considered invalid.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	VEHICLE CONFIG	CARGO BODY TYPE	GVWR	LICENSE PLATE NUMBER
IN0011166747	26-JAN-21	23:50	1	5		2	SAA5151
IN0012063779	30-NOV-20	10:00	1	4			OYA3840
IN0013013062	10-JAN-21	07:25	1		5	2	199ED21
IN0013023517	20-NOV-20	08:18	1	10		2	B42836
IN0014065622	26-OCT-20	03:32	1	99	5	2	NONE-TEMP

Crash Records Report: VIN Accuracy

CRASH VIN ACCURACY

This table displays new crash records with blank or invalid VINs.

Invalid entries include:

- Less than 17 characters in length
- Does not pass the checksum test
- Has invalid characters (T, O, Q)
- Made up of the same digits (3333333333333333333)

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	VIN
IN0012064515	22-JAN-21	17:15	1	2M93JMPA34W062678
IN0012143622	16-JAN-21	09:45	1	NO VIN
IN0012178648	03-JAN-21	10:15	1	1M2AA13Y4RWQ28799
IN0012501877	21-OCT-20	09:07	1	1M2P264C5XM028877
IN0013032687	19-JAN-21	16:39	1	5FYH7FV128C03413
IN0013068422	22-OCT-20	07:30	1	1111111111111111
IN0013073930	26-NOV-20	14:02	1	2M93JM0A46W063586
IN0013083680	22-JAN-21	13:39	1	810
IN0013084966	02-DEC-20	15:58	1	1M2AG11C57M058
IN0013093033	10-SEP-20	14:03	1	MISSING
IN0013098614	01-DEC-20	14:48	2	5FYD5FS176C0294
IN0013105661	08-JAN-21	03:10	1	
IN0014026944	22-JAN-21	07:25	1	1FBSS3BL8DA11646
IN0014065622	26-OCT-20	03:32	1	1NPFLBOX96N84924

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Crash Records Report: Accuracy

Possible government vehicle

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	CARRIER TYPE	DOT NUMBER	CARRIER NAME
IN0013104277	01-DEC-20	19:35	1	INTERSTATE	00055313	Washington Metropolitan Area Transit Aut
IN0013105661	08-JAN-21	03:10	1	INTERSTATE		METRO TRANSIT AUTHORITY
IN0013128432	10-DEC-20	12:50	1	INTERSTATE		First group First transit Circu.
IN0013149785	20-JAN-21	10:04	1	INTERSTATE		DC Metro Transit
IN0014026944	22-JAN-21	07:25	1	INTERSTATE		AMERICAN CARE TRANSIT CO

Possible rental/leased vehicles

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	CARRIER TYPE	DOT NUMBER	CARRIER NAME
IN0011166747	26-JAN-21	23:50	1	Not in Commerce-Government		PENSKE TRUCK LEASING
IN0014046509	21-JAN-21	09:00	1	INTERSTATE		INDIVIDUAL
IN0013083671	20-SEP-20	11:30	1	Not in Commerce-Government		Ryder Truck Rental Inc.
IN0013110091	21-OCT-20	09:45	1	INTERSTATE		METRO TRUCK & TRACTOR LEASING

Motor Carriers with UNKNOWN

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	CARRIER TYPE	DOT NUMBER	CARRIER NAME	STREET	CITY	ST	ZIP CODE
IN0012063779	00-NOV-20	10:00	1	INTERSTATE	00250655	STOUT BUS SERVICE	UNK	UNK	UK	99999
IN0013023517	20-NOV-20	08:18	1	Intrastate		UNKNOWN	1709 3rd St NE	Washington	DC	20001
IN0014046509	21-JAN-21	09:00	1	INTERSTATE		INDIVIDUAL	UNKNOWN	UNKNOWN	UK	99999
IN0014065622	26-OCT-20	03:32	1	INTERSTATE	00632051	EQUITY SERVICES INC	567 BAY DALE CT	ARNOLD	UK	99999

Crash Records Report: Possible Duplicates

POSSIBLE CRASH DUPLICATE RECORDS

This table displays new crash records that had enough key information to be considered a duplicate record using driver, vehicle, and carrier data. Please review the records and make appropriate corrections.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	DOT #	CARRIER NAME	FIRST NAME	LAST NAME	PLATE STATE	PLATE NUMBER	VIN
IN0014072027	07-DEC-19	11:35	1	00548788	B F I ACCO RECYCLING SAN ANTONIO	SAM	HILL	DC	B47552	SFYC2LP121U023300
IN0014072027	19-JAN-21	11:36	1	00548788	B F I ACCO RECYCLING SAN ANTONIO	SAM	HILL	DC	B47552	SFYC2LP121U023300

Crash Records: Possible Warnings/Rejections

Blank carrier zip codes

This table displays new crash records with a blank zip code. MCMIS will reject these records if not corrected.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	CARRIER TYPE	CARRIER NAME	CARRIER ZIP CODE
IN0013017935	25-JAN-21	15:12	1	INTERSTATE	C U Equipment Inc	

Not-in-Commerce carriers with U.S. DOT numbers

This table displays crash records with a U.S. DOT number assigned to a non-motor carrier. MCMIS will reject these records if not corrected. Verify that the carrier is indeed a non-motor carrier.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	CARRIER TYPE	DOT #	CARRIER NAME
IN0014036805	26-NOV-20	09:06	1	Not in Commerce-Government	00038288	DCPS

Crash Report: Possible Warnings/Rejections

Hazmat (HM) discrepancies

This table displays new crash records that contain HM information that appears inaccurate. Verify these records before upload.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	HM PLACARD	HM 4-DIGIT #	HM NAME
IN0011171162	17-JAN-21	09:42	1	N/A	1903	
IN0014072027	19-JAN-21	11:36	1	N/A	1090	

Records not meeting gross vehicle weight rating (GVWR) rules

This table displays new records that contain a vehicle with a GVWR = 1 or blank, and the vehicle is not a Bus or the vehicle is not transporting HM. This indicates that the GVWR does not have the correct value.

SAFETYNET will not upload these records until corrected.

REPORT NUMBER	CRASH DATE	CRASH TIME	SEQ#	GVWR	HM PLACARD	TRUCK
IN0012032542	07-JAN-21	10:17	1	1	N/A	Truck
IN0012175981	14-JAN-21	07:30	1	1	N/A	Truck