



## Mexican Carrier Inspections by Level

This report presents a breakdown of Mexican carriers and Out-Of-Service (OOS) inspections by inspection level (level descriptions) for the selected years. The report can be filtered by fiscal or calendar years, carrier domicile, and vehicle type. Clicking on any column heading will sort the report by the selected column. By default, the report displays the number of inspections and OOS inspections by level for the last 5 calendar years.

### Filter Options

Filter	Description
Carrier Type	<p>By default, the filter will be set to 'All.' You can select one of the 5 following options in this filter:</p> <ol style="list-style-type: none"> <li>1) All - Carrier types include Certificate, Enterprise, Commercial Zone, and Long Haul carriers.</li> <li>2) Certificate - A Mexico-domiciled motor carrier that transports exempt commodities or operates as a private motor carrier. These motor carriers were issued authority to operate trucks throughout the United States prior to 2002.</li> <li>3) Enterprise - A Mexican-owned carrier that is domiciled in the United States; operates in the United States, conducting cross-border transportation of international cargo that originates in or is destined for a foreign country; and is subject to all U.S., state, and local laws pertaining to motor carrier operations and their vehicles.</li> <li>4) Commercial Zone - A Mexico-domiciled carrier that has authority to operate its trucks only within the U.S.-Mexico border commercial zones in the United States.</li> <li>5) Long Haul - A Mexico-domiciled carrier that has authority to engage in long-haul transportation as a common carrier of property (except household goods and hazardous materials) by motor vehicle in interstate or foreign commerce in or beyond the commercial zones of the United States. The authority does not allow point-to-point transportation services within the United States for goods other than international cargo. Reports include activity for all U.S. operations from the date the carrier was first allowed to operate up through the date of the current data snapshot. (Note: This includes the former Pilot Carriers.)</li> </ol>
Report Focus	<ol style="list-style-type: none"> <li>1) National is a summary of all States' data and the U.S. territories.</li> <li>2) Service Center is the region in which the carrier is located.</li> </ol>



	<p>3) All States includes all States and the U.S. territories.</p> <p>4) State includes one State's data.</p> <p>5) Territory includes one territory's data.</p>
Time Period	Fiscal or calendar year(s) when events occurred.

## Column/Row Descriptions

Column Name	Description
I. Full	An inspection that includes examination of driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; coupling devices; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); securement of cargo; steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; emergency exits and/or electrical cables and systems in engine and battery compartments (buses), and HM/DG requirements as applicable. HM/DG required inspection items will be inspected by certified HM/DG inspectors.
With OOS Viol (Level 1)	The number of Level I <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.
II. Walk-Around	An examination that includes each of the items specified under the North American Standard Level II Walk-Around Driver/Vehicle Inspection Procedure. As a minimum, Level II inspections must include examination of: driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; coupling devices; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); securement of cargo; steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; emergency exits and/or electrical cables and systems in engine and battery compartments (buses), and HM/DG requirements as applicable. HM/DG required inspection items will be inspected by certified HM/DG inspectors. It is contemplated that the walk-around driver/vehicle inspection will include only those items, which can be inspected without physically getting under the vehicle.
With OOS Viol (Level 2)	The number of Level II <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.
III. Driver Only	An examination that includes those items specified under the North American Standard Level III Driver/Credential Inspection Procedure. As a minimum, Level III inspections must include, where required and/or applicable, examination of the driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate; driver's record of duty status; hours of service; seat belt; vehicle inspection report(s);



# Enforcement Programs

	and HM/DG requirements. Those items not indicated in the North American Standard Level III Driver/Credential Inspection Procedure shall not be included on a Level III inspection.
With OOS Viol (Level 3)	The number of Level III <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.
IV. Special Study	Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.
With OOS Viol (Level 4)	The number of Level IV <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.
V. Terminal	An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.
With OOS Viol (Level 5)	The number of Level V <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.
VI. Radioactive Materials	An inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I inspection, radiological requirements, and the North American Standard Out-of-Service Criteria for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material. As of January 1, 2005, all vehicles and carriers transporting highway route controlled quantities (HRCQ) of radioactive material are regulated by the U.S. Department of Transportation and required to pass the North American Standard Level VI Inspection. Previously, U.S. Department of Energy (DOE) voluntarily complied with the North American Standard Level VI Inspection Program requirements.
With OOS Viol (Level 6)	The number of Level VI <roadside inspections><traffic enforcement inspections> conducted that resulted in one or more Out-Of-Service orders.

A roadside inspection occurs when a Motor Carrier Safety Assistance Program (MCSAP) inspector conducts an examination on individual commercial motor vehicles and drivers to determine if they are in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs.) Serious violations result in the issuance of driver or vehicle OOS orders. These violations must be corrected before the affected driver or vehicle can return to service. Traffic enforcement violations may also be recorded in conjunction with a roadside inspection.