



Mexican Carrier OOS Rates

This report presents driver, vehicle, and hazmat Out-Of-Service (OOS) rates in the roadside inspection program for the selected years. The OOS rate represents the percentage of all inspections that resulted in OOS orders. A single inspection can result in an OOS order for either the driver, the vehicle, transported hazardous material commodities, or potentially all three of them; therefore data are represented in subcategories for driver, vehicle, and hazmat. 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, it displays the OOS rates 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"> 1) All - Carrier types include Certificate, Enterprise, Commercial Zone, and Long Haul carriers. 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. 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. 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. 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.)
Report Focus	<ol style="list-style-type: none"> 1) National is a summary of all States' data and the U.S. territories.



	<p>2) Service Center is the region in which the carrier is located.</p> <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
Driver Inspections*	The total number of driver inspections conducted. Driver inspections are inspections of level I, II, III, or VI.
with Driver OOS Violation	The number of driver inspections that resulted in one or more Out-Of-Service violation.
Driver OOS Rate	The percentage of driver inspections that resulted in one or more Out-Of-Service violation.
Vehicle Inspections**	The total number of vehicle inspections conducted. Vehicle inspections are inspections of level I, II, V, or VI.
with Vehicle OOS Violation	The number of vehicle inspections that resulted in one or more Out-Of-Service violation.
Vehicle OOS Rate	The percentage of vehicle inspections that resulted in one or more Out-Of-Service violation.
Hazmat Inspections***	The total number of hazardous materials (Hazmat) inspections conducted. Hazmat inspections are inspections of level I, II, III, IV, V, or VI in which hazardous materials are present.
with Hazmat OOS Violation	The number of hazmat inspections that resulted in one or more Out-Of-Service orders.
Hazmat OOS Rate	The percentage of hazmat inspections 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.