



U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

SP-98-00 I-IN

Subject **ACTION:** Uploading Post-Crash Inspections

From Director, Office of Motor Carrier Safety &
Technology

To Regional Directors, Office of Motor Carriers
Regions 1–10
THRU: Mr. Clinton O. Magby, II
Director, Office of Motor Carrier Field Operations

Date May 6, 1998 (stamped)

Reply to
Attn of HSA-30

The question has again been raised regarding whether post-crash inspection information, specifically out-of-service (OOS) violations, should be uploaded to MCMIS, and how that information should be used. This is an issue because some carriers have complained that vehicle OOS violations which occurred because of the crash have appeared on their profiles and have adversely affected their safety performance record.

At the March 1991 CVSA meeting this subject was raised, and FHWA and CVSA ultimately agreed that, "Crash information will always be uploaded. Post-crash inspection defects, caused by the crash will not be entered into SAFETYNET." The results of this meeting were never memorialized or issued in policy guidance. Consequently, States are handling the upload of post-crash inspection defects in a variety of ways. Some States do not upload them at all, some upload them as regular roadside inspections, some in various other ways.

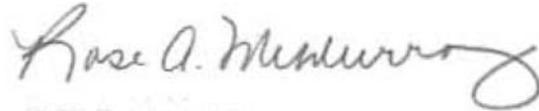
SAFETYNET 9.0 provides an optional field for the States to check whether the inspection (not the individual violations) is post-crash. This field defaults to "No." There is currently no way to uniformly report individual pre-crash and post-crash violations.

We want to encourage those States conducting post-crash investigations to continue to do so, but without causing unwarranted negative impacts on a motor carrier's safety performance record. It is also important that post-crash findings of vehicle defect(s) be available for analysis to determine whether patterns of vehicle defects are developing which are causing or contributing to commercial vehicle crashes. To address all these needs, the following policy is effective immediately:

The determination whether an OOS violation is pre-crash or post-crash is made by the inspecting officer. These inspections will be uploaded to MCMIS, where they will be maintained in the MCMIS file to be used for analytical purposes.

It will be the responsibility of the inspecting officer to check "Yes" when the inspection is post-crash. This requires that the inspecting officer or data entry clerk override the default to the "No" field. A potential problem occurs when the inspecting officer does not indicate that the inspection is post-crash, which will cause an automatic default to "No" in SAFETYNET and result in the inspection being treated as a routine roadside inspection. However, should this occur and affect the carrier's profile, the carrier will be referred to the reporting State to have the file corrected. Inspecting officers should be reminded of the important part they play in properly identifying a post-crash inspection.

If you have any questions regarding this policy, contact Linda Taylor, 202-366-6308.

A handwritten signature in cursive script that reads "Rose A. McMurray". The signature is written in black ink and is positioned above the printed name.

Rose A. McMurray