

Performance and Registration Information Systems Management PRISM

Law Enforcement Training Manual

Insert Law Enforcement Agency Name

Identification of Motor Carrier Responsible for Safety
FMCSA Out-of-Service Carriers and Targeted Vehicles

Insert Training Date



Federal Motor Carrier Safety Administration
Office of Enforcement and Compliance
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Preface

The *PRISM Law Enforcement Training Manual* was developed to fill the PRISM Law Enforcement requirement that states are required to provide PRISM training to both CMV Inspectors and Traffic Enforcement officers. It is specific to the PRISM Program and the identification of OOS Carriers/Vehicles. Although useful to a motor carrier inspector, it is not MCSAP Training and does not reference trailers, equipment, or regulations pertaining to equipment.

The purposes of this training are to instruct motor carrier inspectors how to identify FMCSA Out-of-Service carriers and vehicles in both Interstate and Intrastate* Commerce; and using the PRISM Targeted vehicle file to identify vehicles targeted by FMCSA for additional inspections. This training emphasizes the identification of carriers that are using their vehicles in Interstate and Intrastate commerce while an FMCSA Out-of-Service Order is in effect. It also trains the officer in the areas of interpreting a PRISM power unit registration cab card and how to identify the motor carrier responsible for safety (MCRS) and those vehicles identified as high risk and targeted for inspection by FMCSA.

When a state enters the PRISM program, the vehicle registration system is enhanced to collect and validate USDOT Numbers for the carrier responsible for safety of all vehicles associated with its USDOT Number. Additional tools are also provided for law enforcement to use at the roadside to identify carriers and vehicles under a Federal Out-of-Service Order or targeted for inspection at the roadside. Moreover, registration sanctions may be taken against the motor carrier responsible for safety based on their safety performance.

This manual describes the various technologies available to access information at the roadside. The State will need to customize these sections by eliminating any sections for a technology that states do not use. Lastly, the State must customize the section on what to do when the State has stopped a Federal Out-of-Service vehicle at the roadside to match the laws/authority of each State.

To be sure you have the most current information, check the PRISM section of the FMCSA website, available at: <http://www.fmcsa.dot.gov/information-systems/prism/prism-document-library> for the latest version of this training package.

*Vehicles operating in an Intrastate movement while under an Out-of-Service Order for Imminent Hazard or Unsatisfactory / Unfit are forbidden from both Interstate and Intrastate movements (Refer to 49 CFR 385.13(d) and sample letters in Appendix A)

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1. What is PRISM?

The Performance and Registration Information Systems Management (PRISM) program was developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population. It has increased the efficiency and effectiveness of Federal and State safety efforts through a more accurate process for targeting the highest-risk carriers.¹

FMCSA through various safety programs require that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal Out-of-Service Order and concurrent vehicle registration suspensions by the States. The PRISM program has proven to be an effective means of getting motor carriers to improve their compliance and performance deficiencies.

The PRISM program includes two major processes - the Commercial Vehicle Registration Process and Law Enforcement, which work in parallel to identify motor carriers and hold them responsible for the safety of their operation.

Registration

The International Registration Plan (IRP) commercial vehicle registration process of the member jurisdictions provides the framework for the PRISM program. Registration is the initial point of contact in the PRISM process between the motor carrier responsible for safety and the government.

Registration establishes a system of accountability. The state collects and validates the carrier's USDOT Number to ensure accountability, as the state will not plate a vehicle that has not identified an entity that is responsible for its safe operation during the registration year. Using the USDOT number, the State can check the safety fitness of each carrier prior to issuing vehicle registrations. Those motor carriers that the Federal Motor Carrier Safety Administration (FMCSA) has prohibited from operating in interstate or intrastate* commerce may have their ability to register vehicles denied by the State. Also, if a carrier is issued an Out-of-Service Order after registration has been issued, PRISM notifies the issuing jurisdiction and if legislation to suspend/revoke is in place that Jurisdiction will suspend or revoke the plate. The use of registration sanctions provides a powerful incentive for unsafe carriers to improve their safety performance.

¹ Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU). PRISM program funding for fiscal years 2013-2014 is authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141, Sections 32602 and 32603). Authorization for PRISM funding by MAP-21 is done through amending current law: SAFETEA-LU.

*Vehicles operating in an Intrastate movement while under an Out-of-Service Order for Imminent Hazard or Unsatisfactory / Unfit are forbidden from both Interstate and Intrastate movements (Refer to 49 CFR 385.13(d))

In addition to denying registrations to carriers under a Federal Out-of-Service Order, PRISM States also barcode their cab cards. Bar-coding improves the accuracy of information recorded at the roadside and speeds up the inspection process resulting in improved efficiencies for roadside enforcement officers as well as the motor carrier industry.

Enforcement

The key requirement for Law Enforcement in PRISM States is to identify carriers and vehicles operating on the highway while under a FMCSA Out-of-Service Order and identify vehicles targeted by FMCSA for inspection and take appropriate enforcement action.

Check EVERY vehicle, EVERY time for Federal Out-of-Service!

In addition to issuing Federal Out-of-Service Orders, FMCSA identifies carriers that are high-risk with potential for future crashes. The high-risk carriers and vehicles are determined by using the Safety Measurement System (SMS), which is the primary component of the Compliance, Safety, Accountability (CSA) program that was introduced in 2010.

The SMS quantifies the on road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier and its drivers, and to monitor whether safety problems are improving or worsening. The SMS replaced SafeStat in the Operational Model. The Carrier SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census to quantify performance in seven Behavior Analysis and Safety Improvement Categories (BASICS).

The BASIC categories are the following:

- Unsafe Driving
- Hours-of-Service Compliance
- Driver Fitness
- Controlled Substances/Alcohol
- Vehicle Maintenance
- HM Compliance
- Crash Indicator

PRISM Law Enforcement Requirements

There are 6 requirements, listed below, for Law Enforcement in PRISM States. The focus of this training manual will be on requirements 1 and 2, Identifying FMCSA Out-of-Service and PRISM Targeted vehicles at the roadside. This manual is also provided to help fulfill requirement 6, PRISM Law Enforcement Training

1. Identify vehicles assigned to carriers under a Federal OOS order or operating without operating authority when operating authority is required and take the appropriate enforcement action by placing the vehicle OOS
2. Identify vehicles assigned to carriers on the PRISM Target File and prioritize those carriers for inspection.
3. In probable cause states, obtain authority to consider as a probable cause the FMCSA OOS condition and/or OOS order against the DOT number of the motor carrier responsible for safety.
4. Seek and implement authority to remove the license plates from vehicles associated with motor carriers that have been suspended for operating under a Federal OOS order.
5. Implement procedures to determine how to correct the unassigned or incorrectly assigned safety events.
6. Ensure PRISM training is provided to all enforcement officers.

2. Identify the Motor Carrier Responsible for Safety (MCRS)

Since PRISM is a data driven program, the quality of the SMS rankings is only as accurate as the carrier safety data. Therefore, it is crucial that States make every effort to assure current, correct safety data and account for all events. It is important to identify the USDOT Number of the Motor Carrier Responsible for Safety. Make sure to enter the proper USDOT Number into CMV inspection reports, crash reports and traffic citations.

Registrant vs. Motor Carrier Responsible for Safety

At the time of vehicle registration, the IRP office collects information for the following two entities: the Registrant and the Motor Carrier Responsible for Safety. It is important for all Law Enforcement officers to understand the difference between a Vehicle Registrant and a Motor Carrier Responsible for Safety.

What is a Registrant?

The Registrant is the entity that pays for the vehicle registration plate. A Registrant can also be referred to as the IRP Account Holder. A Registrant is not required to have a USDOT Number, but may have a USDOT Number if they are also a Motor Carrier.

What is a Motor Carrier Responsible for Safety?

The Motor Carrier that is responsible for the safe operation of the vehicle. This entity must be an "Interstate Motor Carrier" and the USDOT number of the MCRS must be displayed on both sides of the power unit.

Approaches to Identify the MCRS

To identify the MCRS, the inspector should start with the side of the truck and query the USDOT Number displayed to see if it matches with the cab card information. If it does match the cab card, then the MCRS should be properly displayed and included in the cab card, as shown in the examples on page 7-9. If the USDOT Numbers are not consistent, keep on looking. Check the shipping papers, lease agreement, and interview the driver to identify his/her employer/carrier.

If the power unit is registered in a PRISM State, then check the cab card to determine if a MCRS is listed. If it is listed, it was not expected to change during the registration year. Keep in mind this is the best information available at the time of registration. This could change. If the motor carrier name is listed and therefore not expected to change, look at the registrant name. If they are the same, then MCRS is most likely what is listed on the card.

Short Term Leasing

Inspectors will encounter vehicles whose MCRS changes frequently and this is due to a carrier contracting to move freight on a short term basis. These lease agreements, some for as short as days or weeks should include MCRS information and the USDOT Number of the MCRS, which should be displayed on both sides of the power unit.

The MCRS changes every time a new lease is issued and a PRISM certified cab card issued at the time of registration should indicate that the MCRS is expected to change during the registration period. Inspectors should be careful to ascertain the correct MCRS by asking to review the lease agreement so that the crash or inspection is credited to the proper MCRS's USDOT Number.

3. PRISM IRP Compliant Cab Cards

One of the requirements for the registration offices in PRISM States is to modify their cab cards with two major additions. The first is to include the MCRS information on the cab card, in addition to the Registrant. This helps the law enforcement officer at the roadside to identify the USDOT Number of the MCRS.

The second change is to include a barcode. The barcode contains the information displayed on the cab card in a data format that can be easily captured by barcode readers and imported into systems such as ASPEN. Barcoding improves the accuracy of information recorded at the roadside and also speeds up the inspection process.

The following pages include three samples of Cab Cards for different scenarios:

- Registrant and Motor Carrier Responsible for Safety are the same
- Registrant and Motor Carrier Responsible for Safety are different – Not expected to change
- Registrant and Motor Carrier Responsible for Safety are different – Expected to change

Notice of Caution: When using the information displayed on a cab card to determine the motor carrier responsible for safety, be advised that not all jurisdictions that barcode information on their cab cards are PRISM Compliant and predetermine the motor carrier responsible for safety. Some of the states that are not PRISM Compliant are barcoding their cab cards with the registrant information, which may or may not also be the MCRS.

Cab Card Example 1

Registrant and MCRS are the same

In this case, the Registrant and MCRS are the same company. If the MCRS is not expected to change during the registration period, the card will contain the carrier information in the barcode. In addition, the cab card displays the name, mailing address and USDOT Number for the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant
 ABC TRUCKING
 500 MAIN STREET
 ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003
REGISTERED WEIGHT 80000			
UNLADEN WEIGHT 17000			

OWNER/LESSOR

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

KY	80000	IN	80000	OH	80000	TN	80000	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****

Carrier Responsible for Safety

USDOT Number: 0123456
 ABC TRUCKING
 500 MAIN STREET
 ANYTOWN, KY 01002

Same Company

Cab Card Example 2

Registrant and MCRS are Different - MCRS is NOT Expected to Change

In this case, the Registrant and MCRS are different. If the MCRS is not expected to change during the registration period, the card will contain the carrier information in the barcode. In addition, the cab card displays the name, mailing address and USDOT Number for the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant

ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002

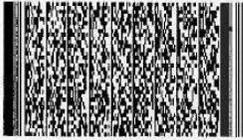
IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT	
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003	FUEL D	Different Company
OWNER/LESSOR					

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

KY	80000	IN	80000	OH	80000	TN	80000	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****

Carrier Responsible for Safety

USDOT Number: 7654321
XYZ TRUCKING
600 MAPLE ROAD
OTHERTOWN, PA 21001



Cab Card Example 3

Registrant and MCRS are Different - MCRS is expected to change

If the MCRS field is blank, or displays a message that the MCRS is expected to change, then the lease arrangement at the time of registration was not expected to remain in effect for the entire registration year. You should also check the shipping papers and driver logs as well as a lease agreement, if present, to determine the MCRS.

INTERNATIONAL REGISTRATION PLAN
IRP CAB CARD

Registrant

ABC TRUCKING
500 MAIN STREET
ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2015	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JAN-15	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JAN-15	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT 17000	
ENFORCEMENT DATE 31-DEC-15	EXPIRATION DATE 31-DEC-15	AXLE/SEAT 3	VEH YEAR 2003	FUEL D	FLEET# 1
OWNER/LESSOR					

THIS VEHICLE HAS BEEN IRP APPORTIONED REGISTERED WITH THE STATE AND THE FOLLOWING IRP JURISDICTIONS AT THE WEIGHT LISTED BELOW:

KY	80000	IN	80000	OH	80000	TN	80000	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****	**	*****	**	*****

Carrier Responsible for Safety

THE CARRIER RESPONSIBLE FOR SAFETY IS EXPECTED TO CHANGE DURING THE REGISTRATION PERIOD



4. Identifying FMCSA Out-of-Service Vehicles

FMCSA will place a carrier under a Federal Out-of-Service order for the reasons listed in the table below.

FMCSA OOS Reasons
*Imminent Hazard
*Unsatisfactory/Unfit Motor Carrier
Failure to Pay Fines due to Safety Violation
New Entrant Revoked - Expedited Actions
New Entrant Revoked - Failure of Safety Audit
New Entrant Revoked - Refusal of Safety Audit
Operating Without Authority

***Note:** Imminent Hazard and Unsatisfactory/Unfit Carriers are ordered to cease and desist in both Interstate and Intrastate Commerce. Refer to section 385.13 and see Example letters in Appendix ‘A’.

There are multiple methods available to obtain targeted carrier and vehicle information. In the figure below, four common methods are identified along with information on the timeliness of each method. As you will see, Query Central provides “Real-Time” information on Federal Out-of-Service Orders and is the authoritative source. ISS information provides adequate information for determining whether to perform an inspection; however, because ISS is updated only monthly, check Query Central before enforcing an OOSO to be sure it is still in effect.

FMCSA Tools to Identify Out-of-Service²

Tools Available	Access	Data Timeliness
Query Central	Online via FMCSA Portal	Real-Time
Nlets	State ACQ/AVQ Queries	Up to 24 hrs.
ISS	Download from InfoSys	Monthly
CVIEW	State CVISN System	Up to 24 hrs.
SAFER	Online Public Website	Real-Time*

*The public SAFER Web site will provide real-time OOS information for Active USDOT numbers *only*. If the USDOT number is Inactive and OOS, the SAFER Web site will not display the OOS alert message.

² State access to the FMCSA Portal is contingent upon State agreement with the FMCSA’s “Rules of Behavior”.

Query Central

Query Central is FMCSA’s Authoritative Source for providing real time information regarding Federal Out-of-Service, Operating Authority and Insurance Information. FMCSA Service Centers add and remove OOS USDOT numbers in MCMIS and a carrier is OOS until such time that the OOSO is rescinded and removed by a Service Center employee.

Query Central provides inquiry capability by USDOT Number, Carrier Name, VIN Number, and Plate Number/State. Query Central uses the SAFER-PRISM database for much of its data and also uses the FMCSA’s Motor Carrier Management Information System (MCMIS) database for OOSO information. Query Central requires connection through the FMCSA COMPASS Portal.

Note: The red “Alert” on the top line shows that Query Central verified in real time through MCMIS that the USDOT number associated with this vehicle is Out-of-Service.

Query Central

Driver | Vehicle | Carrier
Help | Home

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

ALERT: Carrier is currently under a Federal OOS

OOS Date: 01/15/2015	State:	Reason: NEW ENTRANT REVOKED - FAILURE OF SAFETY AUDIT	Rescinded Date:
For further information, please contact the appropriate FMCSA Service Center .			
Click here to review a reference to the applicable section of 49 CFR			

Motor Carrier Identification & Safety Data

Please Note: You can now access L&I detail by clicking on the MC/MX number(s).

Legal Name:	D&E EQUIPMENT SERVICES LLC	USDOT#:	1262024
DBA Name:		MC/MX#:	
Physical Address:	1247 QUAIL RUN RD POWHATAN, VA 23139	Phone#:	(804)598-5373
Country of Domicile:	UNITED STATES	Fax#:	(804)598-1668
Mailing Address:	PO BOX 1021 POWHATAN, VA 23139	Status of USDOT #:	INACTIVE
		Entity:	CARRIER

Inspection Value: 100 - INSPECT

Inspection Value is based on lack of safety performance data.

Located beneath the red alert bar for a Federal Out-of-Service carrier, there is a link named “Click here” to review a reference to the applicable section of 49 CFR. Use this link to bring up the list of OOS 49 CFR cites for all the OOS reasons.

ALERT: Carrier is currently under a Federal OOS			
OOS Date: 01/15/2015	State:	Reason: NEW ENTRANT REVOKED - FAILURE OF SAFETY AUDIT	Rescinded Date:
For further information, please contact the appropriate FMCSA Service Center .			
Click here to review a reference to the applicable section of 49 CFR			

https://portal.fmcsa.dot.gov/?SID=133D7B14-AE77-4CBE-B7E2-0F04BC8CFD4E - OOS 49 CFR - Windows Internet Explor...

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

[Back to Carrier Summary](#)

OOS Description	Section Number
Failure to Pay Fine - Private Carrier	386.83(a)(1)
Failure to Pay Fine - For-Hire Carrier	386.83(a)(1)
UNSAT/UNFIT - Placarded HM & Passenger Carriers	385.13(a)(1)
UNSAT/UNFIT - Property Carriers	385.13(a)(2)
New Entrant - Failure of Safety Audit	385.325(c)
New Entrant - Refusal of Audit/No Contact	385.337(b)
New Entrant - Expedited Actions	385.308(d)
Imminent Hazard – Motor Carrier	386.72(b)(4)
Imminent Hazard – Intermodal Equipment Provider	386.72(b)(4)
MX carrier (inadequate corrective action)	385.105(b)
MX carrier UNSAT/UNFIT	385.111(a)
MX carriers (suspended operating authority for UNSAT rating or failed Safety Audit)	385.111(c)(1)
MX carriers (revoked operating authority)	385.111(c)(2)

To obtain the list of targeted vehicles associated with this OOS carrier, click on the PRISM link from the menu bar at the top of the screen.

The Carrier PRISM Summary screen will then be displayed, as shown in the screenshot below. Information about the targeted vehicles is displayed in a list, containing the VIN, License Plate Number, State, Make, Registration Dates, and Status. The Status column will provide State suspension notices and also display whether the vehicle registration is active or inactive, as seen in the next section.

Query Central

Driver | Vehicle | Carrier | Help | Home

Carrier Summary | Carrier Detail | Violation History | No Past Inspections | **PRISM** | Summary Report

PRISM Information for: D&E EQUIPMENT SERVICES LLC

MCSIP Step:	64 -- Federal OOS: New Entrant-Failure of Safety Audit
Tax ID#:	EIN: xxxxxxxxxx
MCS-150 Date:	02/06/2015

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1HTSCAAN5SH672918	34298P	VA	INTE	1995	02/01/2015	04/30/2015	STATE SUSPENSION DUE TO FEDERAL OOS

State Vehicle Registration Suspensions

A new Alert message was added to Query Central in May of 2011. This is for a vehicle that has been suspended by the State due to a Federal Out-of-Service Order. The message is in the Status column to the far right of the vehicle information.

Query Central

[Driver](#) | [Vehicle](#) | [Carrier](#) | [Help](#) | [Home](#)

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

PRISM Information for: D&E EQUIPMENT SERVICES LLC

MCSIP Step:	64 -- Federal OOS: New Entrant-Failure of Safety Audit
Tax ID#:	EIN: xxxxxxxx
MCS-150 Date:	02/06/2015

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1HTSCAAN5SH672918	34298P	VA	INTE	1995	02/01/2015	04/30/2015	STATE SUSPENSION DUE TO FEDERAL OOS

The status column at the far right side has been added to the PRISM Vehicle information. The status may indicate a State suspension, or show whether the vehicle's current registration is active or inactive.

The message ACTIVE indicates that the registration is current, while the INACTIVE message indicates that the registration is expired.

Active Vehicle Registration

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1XKADB9X57J156807	84736PY	VA	KENW	2007	03/01/2015	02/28/2016	ACTIVE
1XKWDB9X05J097944	86870PY	VA	KENW	2005	03/01/2015	02/28/2016	ACTIVE

Inactive Vehicle Registration

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1XKADR9X5SJ666365	87483PY	VA	KW	1995	09/01/2014	09/30/2014	INACTIVE

Check Operating Authority

Query Central can also be used to check for proper Operating Authority. First determine if Operating Authority is required:

- Interstate for-hire carriers of regulated property & passengers require Operating Authority (An ACTIVE MC number)
- Operating Authority Not Required for:
 - Intrastate Transportation
 - Private Property Transportation
 - Transportation of Exempt Commodities

If Operating Authority is required, the MC/MX# in the Carrier Summary screen should have a value. If not the carrier is operating without proper authority. If there is a value, it provides a link to the License & Insurance Summary Screen. This screen should be used to determine if the proper authority is present and if it is active.

Query Central	
Driver Vehicle Carrier	Help Home
Carrier Summary Carrier Detail Violation History No Past Inspections PRISM Summary Report	
ALERT: This carrier does not have operating authority. For further information, contact the FMCSA Information Line at 1-800-832-5660.	
ALERT: This carrier has an inactive USDOT Number per 49 CFR 390.19(b)(4): Biennial update of MCS-150 data not completed.	
Motor Carrier Identification & Safety Data	
Please Note: You can now access L&I detail by clicking on the MC/MX number(s).	
Legal Name:	MICHAEL A GUNNOE
DBA Name:	K & M DELIVERY
Physical Address:	1400 SOUTH SAND BRANCH RD
Country of Domicile:	MOUNT HOPE, WV 25880 UNITED STATES
Mailing Address:	1400 SOUTH SAND BRANCH RD MOUNT HOPE, WV 25880
USDOT#:	605700
MC/MX#:	327276
Phone#:	(304)877-5829
Fax#:	(304)877-0057
Status of USDOT #:	ACTIVE
Entity:	CARRIER
Inspection Value: 44 - PASS	
<small>Inspection Value is based on Safety data.</small>	

Query Central

[Driver](#) | [Vehicle](#) | [Carrier](#) | [Help](#) | [Home](#)

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [L&I Detail](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

ALERT: This carrier does not have operating authority. For further information, contact the FMCSA Information Line at 1-800-832-5660.

License & Insurance Information for: **MICHAEL A. GUNNOE**

Common Authority		Contract Authority		Broker Authority	
Status:	INACTIVE	Status:	NONE	Status:	NONE
Application Pending:	NO	Application Pending:	NO	Application Pending:	NO
Revocation Pending:	NO	Revocation Pending:	NO	Revocation Pending:	NO

Operating Authority Types		Insurance Amounts			
Property:	YES	Liability Required:	\$750,000	Liability on File:	\$0
Passenger:	NO	Cargo Required:	\$0	Cargo on File:	\$0
Household Goods:	NO	Bond Required:	\$0	Bond on File:	\$0

The word YES does not mean the carrier has the authority, it means that Property Authority IS REQUIRED

[L&I Website Information](#) ← Select L&I link to verify

In the CVSA North American OOS Criteria Manual, Part IV – Administrative, the following descriptions are provided for the sanctions and section numbers applied to carriers operating without the required authority.

- **OPERATING AUTHORITY** - Operating a motor vehicle without the required operating authority or beyond the scope of the motor carriers' operating authority.
 - Authority Required - 392.9a(a)(1)
 - Beyond Scope - 392.9a(a)(2)

Declare vehicle out-of-service until proper operating authority is obtained.

PRISM Nlets Query

In addition to the Nlets vehicle queries already available to law enforcement, PRISM provides inquiry capability by USDOT Number for a Carrier Status Request (ACQ) and either VIN or License Plate and State for Vehicle Status Request (AVQ) for targeted information. Nlets uses the PRISM Target File for both Carrier and Vehicle inquiries.

Carrier Status Request (ACQ) by USDOT Number and Vehicle Status Request (AVQ) by Plate & Jurisdiction or VIN

All Nlets Carrier Status Response Messages provide the exact same data elements. The differences will be noticed in the Heading that appears above the data fields.

Nlets-PRISM Queries only return data when the Carrier is under a Federal OOS or the vehicle is targeted for inspection. If a "NOT ON FILE" response is returned, always run an ACQ query by USDOT Number to determine if the Carrier is Out-of-Service or targeted for inspection. Remember the Nlets information is not updated in real time. Confirm if an OOSO is still in effect using Query Central.

Nlets Carrier Status Response Sample PRISM Carrier Data

Officer does a Carrier Status Request (ACQ) and enters USDOT Number 9999999

MSG FROM NLETS 3745
ACR.AVLIC0000. TO:DEST PA07710B5
***MRI0056917.**
TXT

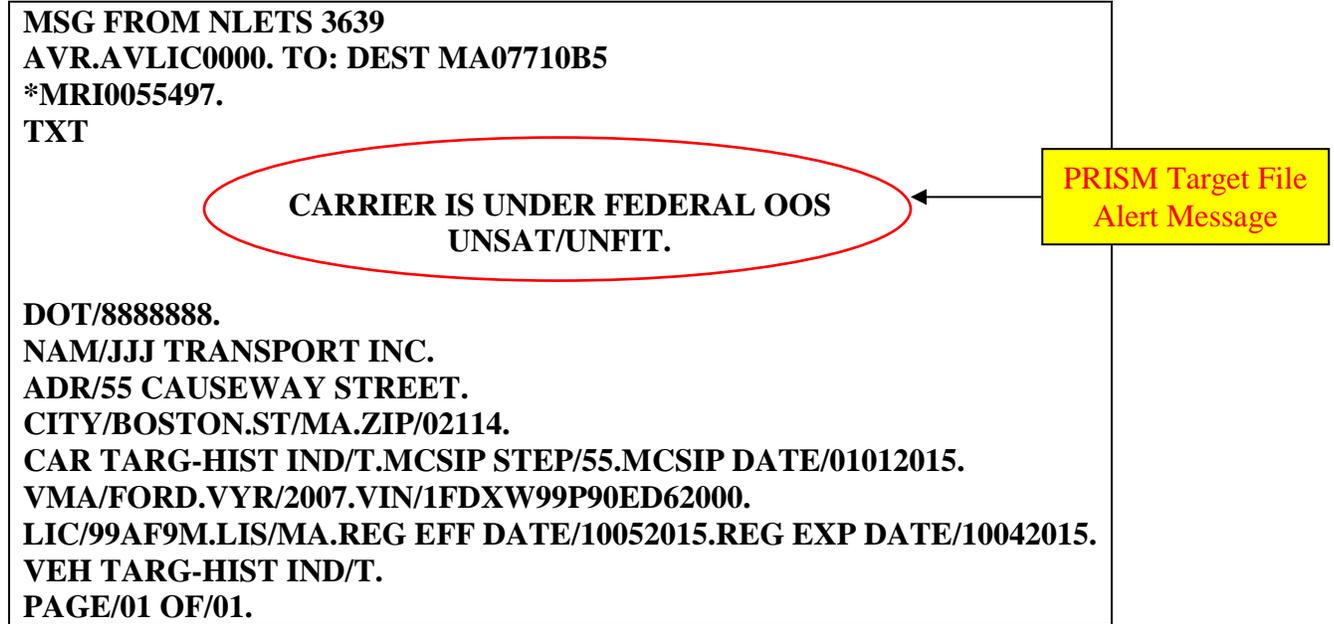
CARRIER IS UNDER FEDERAL OOS.
IMMINENT HAZARD.

**PRISM Target File
Alert Message**

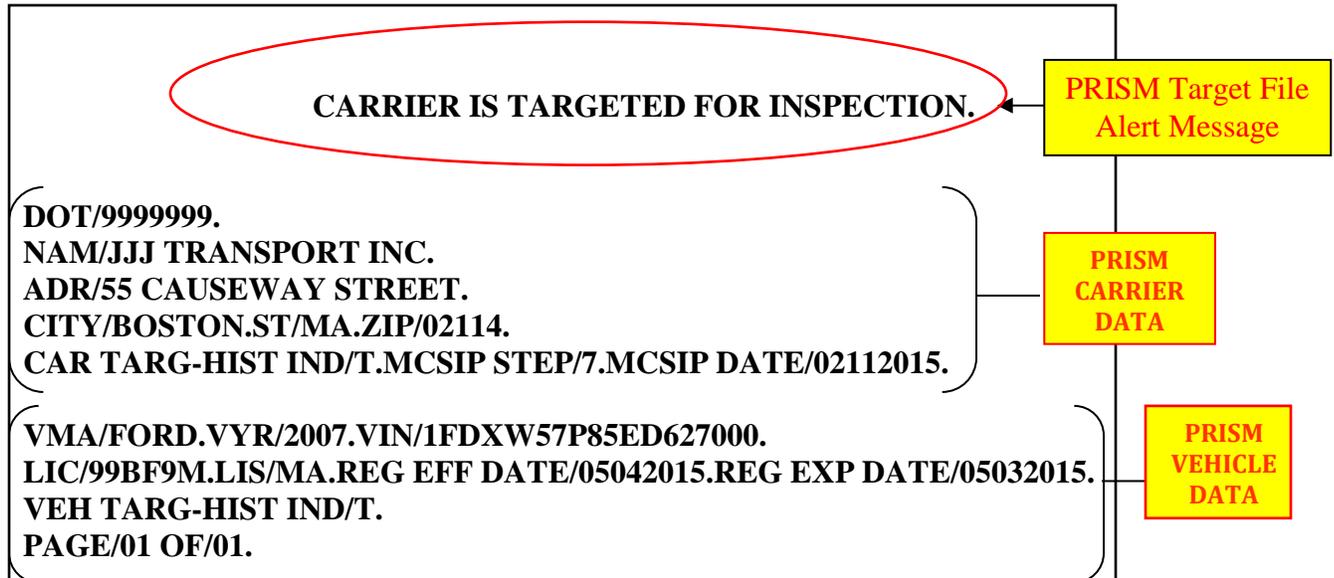
DOT/9999999.
NAM/ABC CARTAGE INC.
ADR/25 MAIN STREET.
CITY/PITTSBURGH.ST/PA.ZIP/15204.
CAR TARG-HIST IND/T.MCSIP STEP/54.MCSIP DATE/01152015.
PAGE/01 OF/01.

Nlets Vehicle Status Response Sample
PRISM Carrier and Vehicle Data

Officer does a Vehicle Status Request (AVQ) and enters License Plate Number 99AF9M Jurisdiction of MA. In this example, the DOT Number 8888888 is under a Federal Out-of-Service order for Unsat/Unfit Motor Carrier.



In addition to OOS data, the Nlets ACQ/AVQ queries also check the PRISM Target File to see if the vehicle is "Targeted" for inspection.



ISS

The Inspection Selection System (ISS) contains motor carrier data on all Interstate motor carriers. The ISS data file is made available on a monthly basis and can be downloaded from the FMCSA Portal.

The screenshot displays the ISS v2.14 application window with the following details:

- Carrier Search:** Search Type: USDOT#, Number: 02094354, Search by Name.
- Carrier Information:**
 - Name: DAVID P PINNEY
 - DBA: OLD SCHOOL CONTRACTING
 - Street: 30161 FOREST RD
 - City: HINTON, State: IA, Zip: 51024
 - Phone: (712)560-5781, Country of Domicile: UNITED STATES
- Inspection Value:** 100 (HM) Inspect. A vertical bar on the left shows three colored boxes (red, yellow, green).
- Expert:** This carrier may be under a Federal Out-of-Service order (New Entrant - Failure of Safety Audit), and prohibited from operating in interstate commerce. Please confirm if this order is still in effect. If so, place the vehicle Out-of-Service.
- Footer:** Inspection Value is based on Safety data. Data current as of 10/07/2012.

Note: Remember the ISS information is not updated in real time. Confirm if an OOSO is still in effect by using Query Central.

5. Place the Vehicle Out-of-Service

It is imperative that the safety status of every commercial motor vehicle encountered be checked via an authoritative source (Query Central) to ascertain if it is being operated under a Federal Out-of-Service Order.

Check every vehicle, every time, for Federal Out-of-Service!!

The CVSA Out-of-Service Criteria provides authorized roadside enforcement personnel with the ability to place vehicles Out-of-Service (OOS) that are operating under the authority of a motor carrier that was issued a Federal OOSO. If a valid OOSO is discovered and verified, enforcement personnel must place only the power unit OOS, and should indicate the appropriate FMCSR section that pertains to the OOSO on the inspection report (and citation, if issued.) The inspection report should include instructions to the carrier (MCRS) to contact FMCSA at the number in the OOSO document they received previously. The enforcement official should also inform the driver that this OOSO is a carrier violation and will have no bearing on his/her driving record.

What if the OOS Order cannot be verified?

If an OOSO cannot be verified at the time of inspection, the vehicle should not be placed OOS but the enforcement official should make copies of pertinent paperwork (e.g., bills of lading, driver CDL, log book, receipts, etc.), if possible, to demonstrate that the carrier was operating in interstate commerce at the time of the inspection.

Evidence of violation of the OOSO may include the FMCSA document prohibiting interstate operations and a copy or facsimile of the inspection or crash report indicating interstate activity. Enforcement personnel should forward the information as soon as possible to the appropriate FMCSA Division Office for follow-up to determine the carrier's actual operating status at the time of the inspection. If the FMCSA Division Office determines that the (MCRS) carrier was operating while a valid OOSO was in effect, then the Division Office may initiate an enforcement case. The carrier is OOS until the Federal OOSO has been officially rescinded by FMCSA.

The FMCSA Enforcement team issues and rescinds all Federal OOSOs. In order to verify that FMCSA has rescinded the OOSO, the State enforcement official will need to either utilize the above listed Federal databases or contact the appropriate FMCSA Service Center to obtain the status of the OOSO.

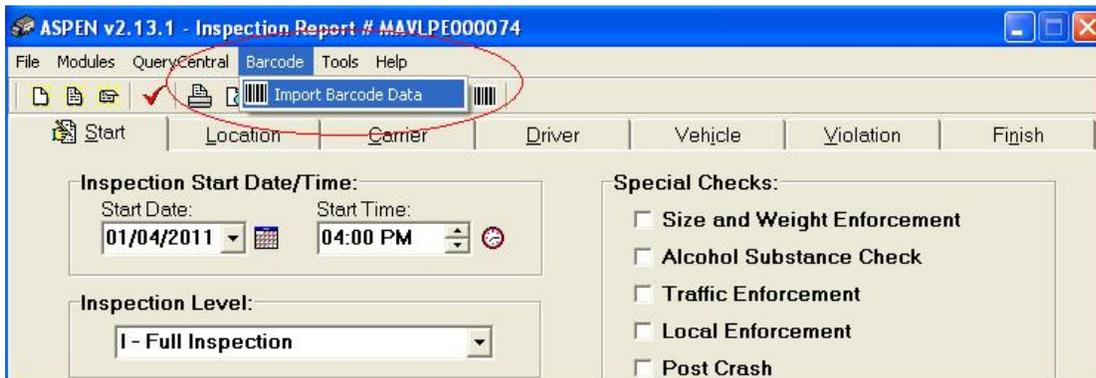
Be vigilant and take every opportunity to identify Out-of-Service vehicles and take appropriate enforcement action.

The safety of all users of the highway is affected when Out-of-Service vehicles continue to operate.

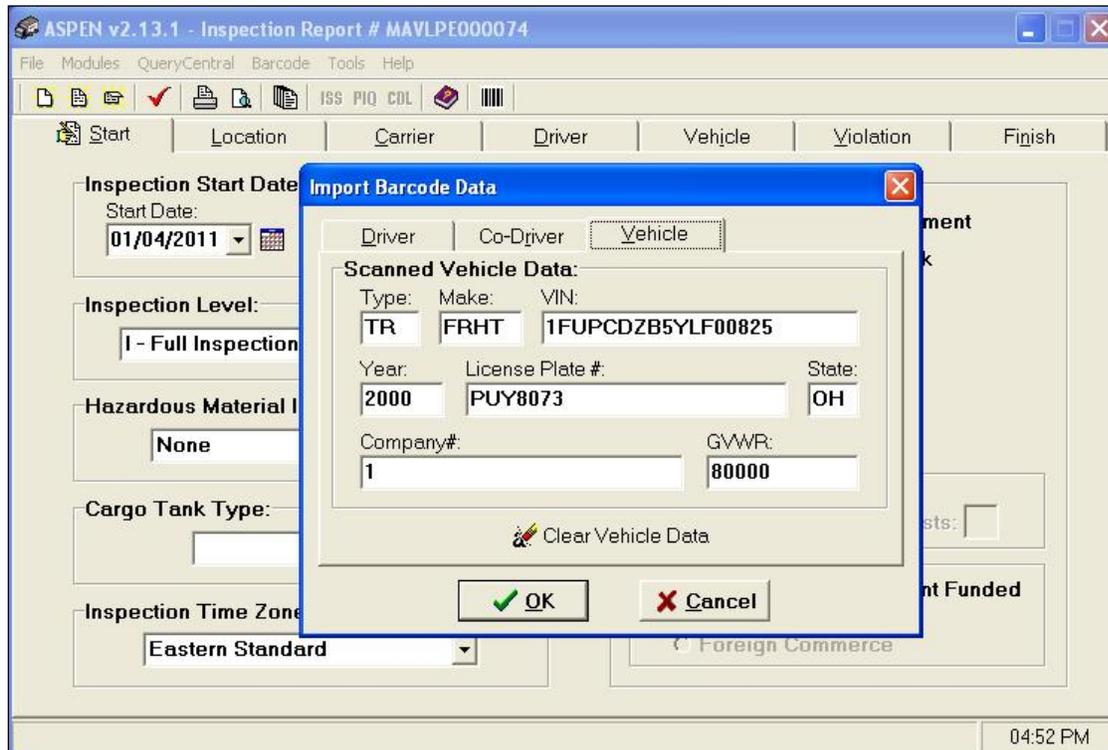
6. Import Barcode Data to ASPEN

The PRISM program is a strong advocate of using barcode readers to enter accurately the USDOT Numbers and vehicle information into inspection and crash reports. The barcode on the cab card can assist the inspectors in completing the ASPEN inspection report in a timelier manner. If the carrier responsible for safety (MCRS) remains the same as that printed and barcoded on the cab card, it will be faster and easier to complete the MCSAP inspection forms. The following pages show how barcoding can assist.

From the main toolbar within ASPEN, click on the “Barcode” menu option, and select “Import Barcode Data,” as shown in the screenshot below.



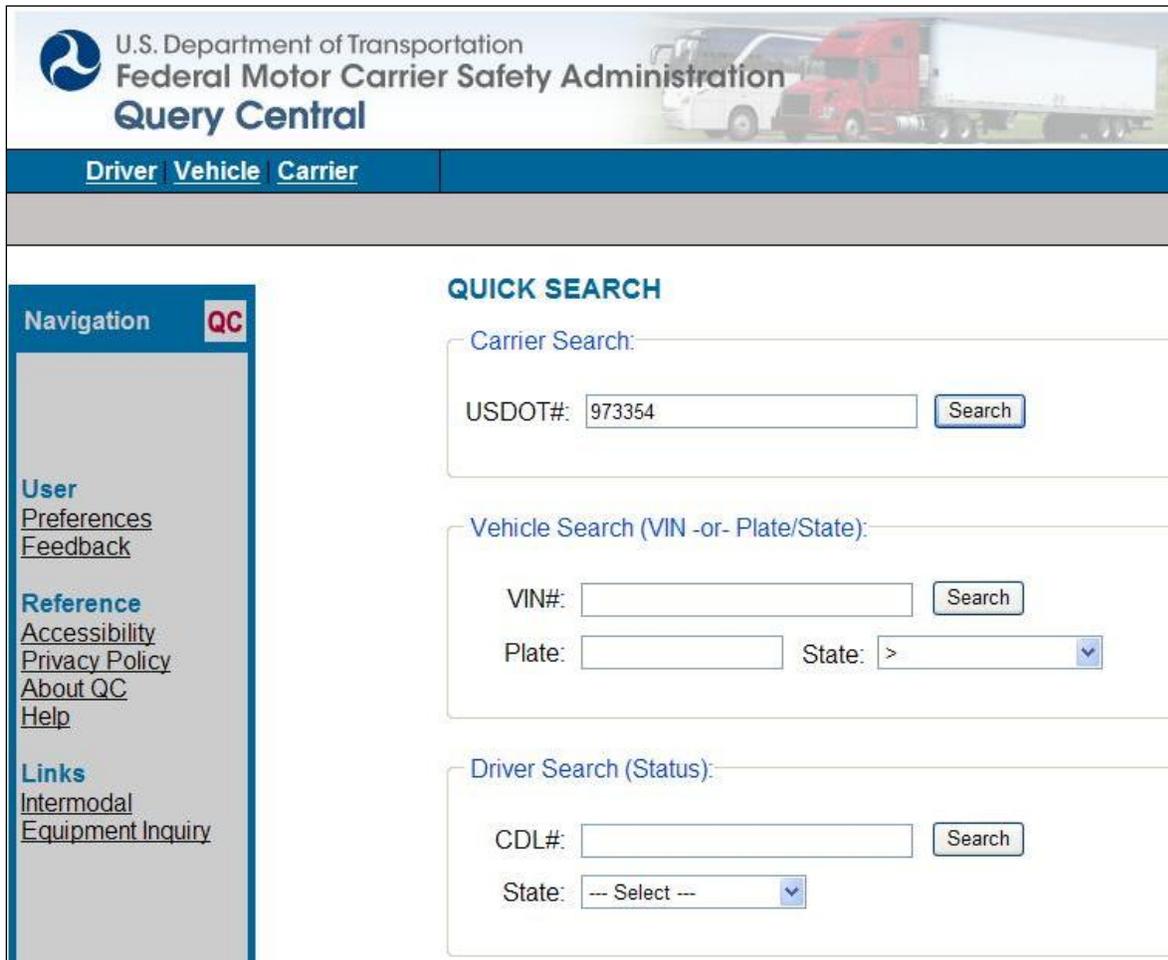
Scanning the Cab Card with the “Import Barcode Data” window open will import the Vehicle Data into the window, as seen below in this screenshot.



Query Central Carrier Data to ASPEN

Another option for importing data into ASPEN is using Query Central. This is another way to ensure accurate data is being populated into inspection reports. The following screenshots show the process for downloading and importing carrier or vehicle data from Query Central into ASPEN.

To import carrier data from Query Central to ASPEN, first perform a carrier search by entering a USDOT Number and then click on the “Search” button.



The screenshot displays the Query Central interface. At the top, it features the U.S. Department of Transportation Federal Motor Carrier Safety Administration logo and the text "Query Central". Below this is a navigation bar with tabs for "Driver", "Vehicle", and "Carrier". The "Carrier" tab is currently selected. On the left side, there is a "Navigation" menu with a "QC" icon, containing links for "User", "Preferences", "Feedback", "Reference", "Accessibility", "Privacy Policy", "About QC", "Help", "Links", "Intermodal", and "Equipment Inquiry". The main content area is titled "QUICK SEARCH" and contains three search sections: "Carrier Search" with a "USDOT#" input field containing "973354" and a "Search" button; "Vehicle Search (VIN -or- Plate/State)" with "VIN#" and "Plate" input fields, a "State" dropdown menu, and a "Search" button; and "Driver Search (Status)" with a "CDL#" input field and a "State" dropdown menu, both with "Search" buttons.

Next, click on the “Download Data for ASPEN” button. A pop-up will inform the user that the download is complete.




[Driver](#) [Vehicle](#) [Carrier](#)
[Help](#) [Home](#)

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [No Past Inspections](#) | [PRISM](#) | [Summary Report](#)

ALERT: Carrier is currently under a Federal OOS

OOS Date: 9/29/2013	State:	Reason: 90 DAY FAILURE TO PAY FINE	Rescinded Date:
For further information, please contact the appropriate FMCSA Service Center .			
Click here to review a reference to the applicable section of 49 CFR			

Motor Carrier Identification & Safety Data
Please Note: You can now access L&I detail by clicking on the MC/MX number(s).

Legal Name:	EDISON HOWELL	USDOT#:	973354
DBA Name:	FLASH TRANSPORT	MC/MX#:	422714
Physical Address:	23026 PINE RIDGE DRIVE MILTON, DE 19968 UNITED STATES	Phone#:	(302)684-0626
Country of Domicile:		Fax#:	(302)684-1706
Mailing Address:	P O BOX 254 MILTON, DE 19968	Status of USDOT #:	ACTIVE
		Entity:	CARRIER

Inspection Value: 90 - INSPECT
 Inspection Value is based on lack of safety performance data.

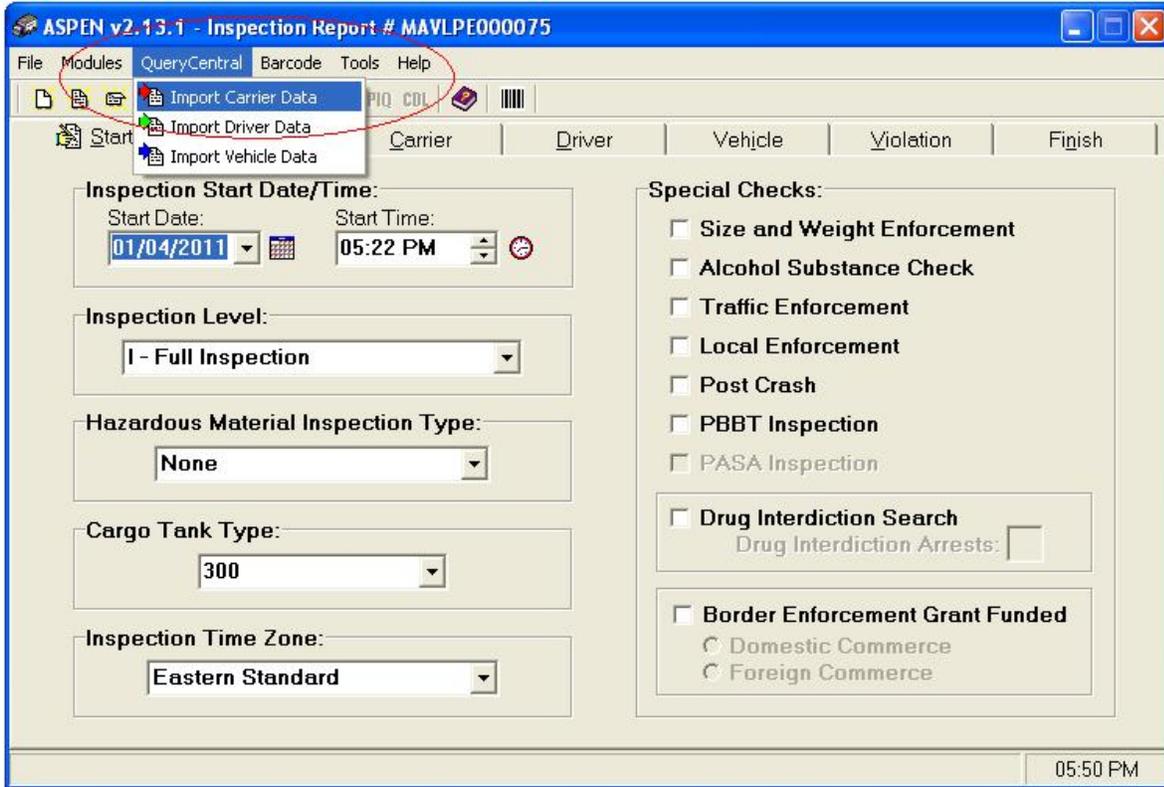
Visit the [SAFER Website](#) for additional information.
 Click [here](#) for UCR information regarding this carrier.

Information ✕
 Download Complete!

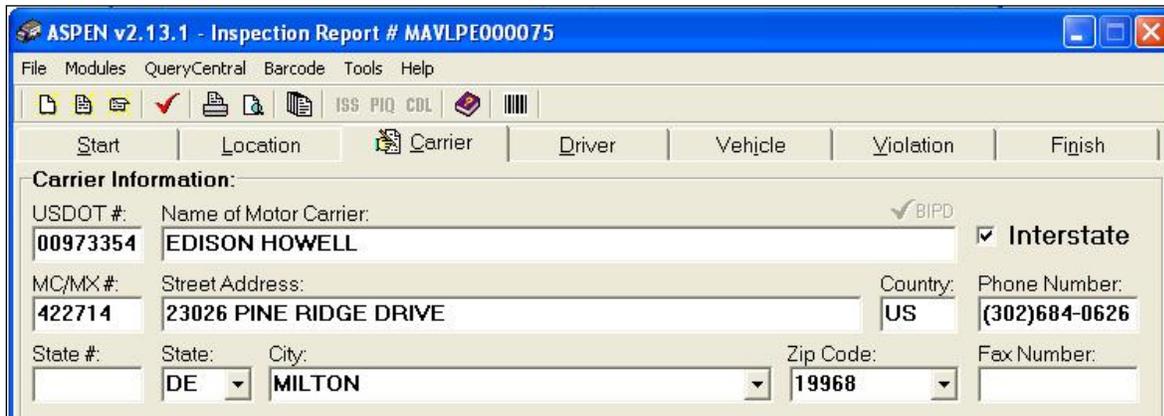
OK

Download Data for ASPEN

Next, from within ASPEN, click on the “Query Central” option in the top menu bar and select “Import Carrier Data” from the drop-down list.



Click on the Carrier Tab, and the information that was downloaded from Query Central is now populated in ASPEN.



Query Central Vehicle Data to ASPEN

To import vehicle data from Query Central to ASPEN, first perform a vehicle search by entering a VIN or Plate/State combination and then click on the “Search” button.

The screenshot shows the Query Central interface. At the top, there is a header with the U.S. Department of Transportation logo and the text "Federal Motor Carrier Safety Administration Query Central". Below the header is a navigation bar with tabs for "Driver", "Vehicle", and "Carrier", and links for "Help" and "Home".

On the left side, there is a "Navigation" sidebar with a "QC" logo. It contains sections for "User" (Preferences, Feedback), "Reference" (Accessibility, Privacy Policy, About QC, Help), and "Links" (Intermodal, Equipment Inquiry).

The main content area is titled "QUICK SEARCH" and contains three search sections:

- Carrier Search:** A form with a "USDOT#" input field and a "Search" button.
- Vehicle Search (VIN -or- Plate/State):** A form with a "VIN#" input field containing "1FUFDZYB8TP876174" and a "Search" button. Below it are "Plate:" and "State:" input fields, with the "State:" field being a dropdown menu.
- Driver Search (Status):** A form with a "CDL#" input field and a "Search" button. Below it is a "State:" dropdown menu with the text "-- Select --".

From the VEHICLE SUMMARY screen, click on the “Download Data for ASPEN” button. A pop-up will inform the user that the download is complete.

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

Driver Vehicle Carrier Help Home

[PRISM Information](#)

Past Inspection Information for: 1FUVDZYB8TP876174

Past Inspections	Total Violations	OOS Violations	HazMat Loads
1	3	0	0

Associated Carriers: SUPREME AUTO TRANSPORT INC

Associated Drivers: BERNARD INMAN

Vehicle Summary Information

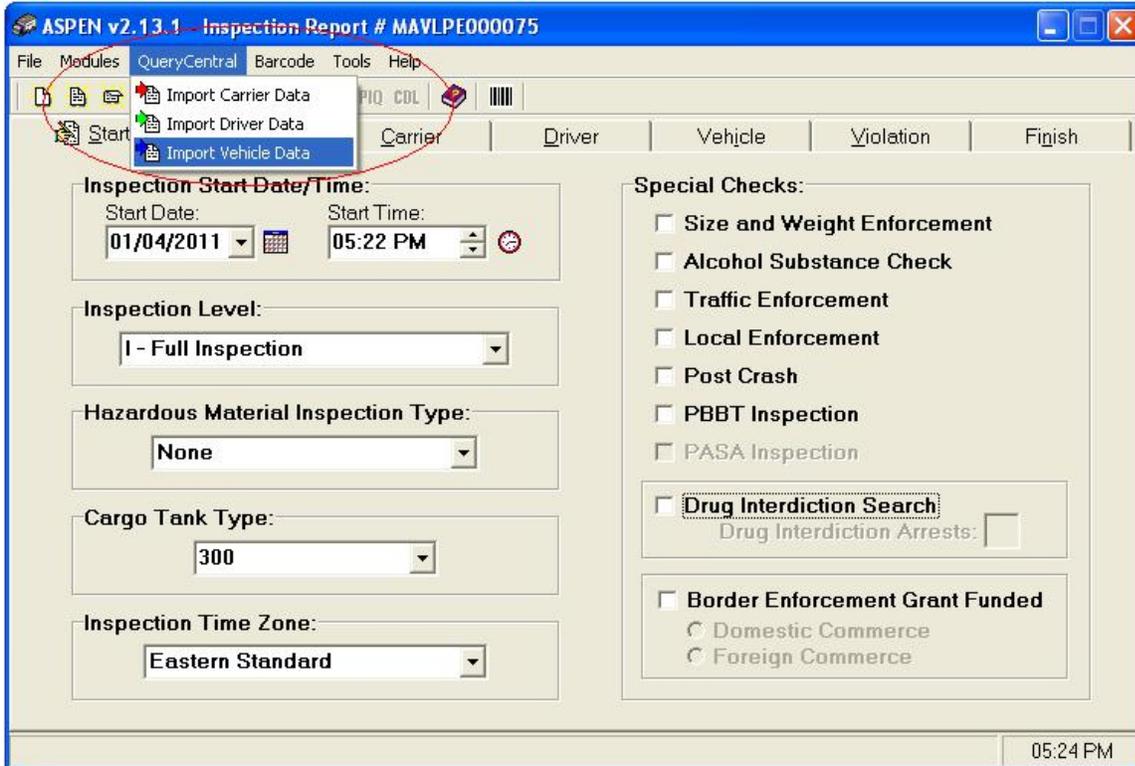
Download	Type	Make	Year	Plate #	State	VIN #	Company #	CVSA Decal	GVWR
Download Data for ASPEN	TT	FRHT	1996	2NI026	OK	1FUVDZYB8TP876174	1258	NO	0

Information: Download Complete! OK

Feedback | Privacy Policy | Information Act (FOIA) | Accessibility | OIG Hotline | Contact Links | Plug-ins

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE, Washington, DC 20590 • 1-800-832-5660 • TTY: 1-800-877-8339

Next, from within ASPEN, click on the “Query Central” option in the top menu bar and select “Import Vehicle Data” from the drop-down list.



Click on the Vehicle Tab, and the information that was downloaded from Query Central is now populated in ASPEN.



APPENDIX A – Sample OOS Letters

Sample 1 – Unsat/Unfit OOS – Interstate and Intrastate

The following sample OOS letters show that for Unsat/Unfit and Imminent Hazard Out-of-Service orders, the motor carrier is prohibited from both Interstate and Intrastate commerce.



U.S. Department of
Transportation

Federal Motor Carrier
Safety Administration

Southern Service Center

June 17, 2011

RICHARD KELLY, OWNER
AGAPE TRANSPORTATION LLC
PO BOX 8923
MOSS POINT, MS, 39562

1800 Century Boulevard, Suite 1700
Atlanta, GA 30345

Phone: (404) 327-7400
Fax: (404) 327-7349

ORDER TO CEASE ALL TRANSPORTATION IN INTERSTATE AND
INTRASTATE COMMERCE AND REVOCATION OF REGISTRATION
EFFECTIVE Monday, June 27, 2011 at 12:01 am
USDOT# 1856412

This **Order to Cease All Transportation in Interstate and Intrastate Commerce (Order) and Revocation of Registration** is issued pursuant to 49 USC §§ 13905(f)(1)(B) and 31144, and 49 CFR § 385.13.

This **Order** is the result of a compliance review of AGAPE TRANSPORTATION LLC's operations completed on May 12, 2011. The review disclosed serious violations of the Federal Motor Carrier Safety Regulations and/or the Hazardous Materials Regulations.

AGAPE TRANSPORTATION LLC, USDOT# 1856412, was issued a proposed "unsatisfactory" safety rating on May 12, 2011. AGAPE TRANSPORTATION LLC was notified to take certain actions within 45 days from the date of that proposed rating to improve its safety rating to "conditional" or "satisfactory". AGAPE TRANSPORTATION LLC was further advised that it would be ordered to cease any and all operation of any commercial motor vehicle(s) in interstate and intrastate commerce and its registration would be revoked unless its safety rating was improved to "conditional" or "satisfactory".

AGAPE TRANSPORTATION LLC has failed to take the necessary steps required to improve its safety rating to "conditional" or "satisfactory" within the required timeframe.

THEREFORE, ***IT IS ORDERED*** THAT AGAPE TRANSPORTATION LLC SHALL CEASE ALL OPERATION OF ANY COMMERCIAL MOTOR VEHICLE(S) IN INTERSTATE AND INTRASTATE COMMERCE ON THE EFFECTIVE DATE AND TIME OF THIS ORDER, AND THE REGISTRATION OF AGAPE TRANSPORTATION LLC SHALL BE REVOKED UNLESS AND UNTIL SUCH TIME AS THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

DETERMINES AGAPE TRANSPORTATION LLC IS FIT, AND AGAPE TRANSPORTATION LLC HAS REINSTATED ITS REGISTRATION.

IN ADDITION, EACH AND EVERY DEPARTMENT, AGENCY, OR INSTRUMENTALITY OF THE UNITED STATES GOVERNMENT IS PROHIBITED FROM USING AGAPE TRANSPORTATION LLC FOR ANY TRANSPORTATION IN INTERSTATE AND INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT. (49 USC § 31144).

AGAPE TRANSPORTATION LLC's continued operation of commercial motor vehicles in interstate and/or intrastate commerce after the effective date and time of this Order and/or Revocation of Registration will be considered a serious safety violation. Each day the transportation continues constitutes a separate offense.

Violation(s) of this Order may result in penalties of not more than \$11,000 for each separate violation and may result in criminal prosecution leading to imprisonment for up to one (1) year or a fine of up to \$25,000, or both, and other actions as deemed necessary by the United States Department of Justice. (49 USC § 521(b)). Violation(s) of registration requirements, including providing transportation requiring registration during any period of revocation, may result in penalties of not less than \$650 for each separate violation. If the registration violation involves providing transportation of passengers, the penalty shall be not less than \$2,200 for each separate violation; if the registration violation involves the transportation of household goods, the penalty shall not be less than \$25,000 for each separate violation. (49 USC § 14901).

Operation, after the effective date and time of this Order and/or Revocation of Registration, of a commercial motor vehicle designed or used to transport hazardous materials for which placarding of the vehicle is required is subject to a civil penalty of not less than \$275 and not more than \$50,000 for each offense. If the violation results in death, serious illness, or severe injury to any person, or in substantial destruction of property, the civil penalty may be increased to not more than \$105,000 for each offense. Operating a commercial motor vehicle designed or used to transport placardable amounts of hazardous materials after the effective date of this Order and/or Revocation of Registration may also result in criminal prosecution leading to fines and imprisonment up to five (5) years, or fines and imprisonment up to ten (10) years if the violation involves a release of hazardous material that results in death or bodily injury to any person. (49 USC §§ 31144, 5123, 5124).

Please be aware, this Order and Revocation of Registration may also attach and apply to the operations of successor entities, including any motor carrier entity or entities established or used to avoid the consequences of a final "unsatisfactory" safety rating.

Sample 2 –Imminent Hazard – Interstate and Intrastate

IMMINENT HAZARD **OPERATIONS OUT-OF-SERVICE ORDER**

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") by the Secretary of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13102, 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (2), 49 U.S.C. § 31144(c)(5), 49 C.F.R. § 386.2, 49 C.F.R. § 386.72(b)(1), 49 C.F.R. § 386.73, and 49 C.F.R. § 390.5 and pursuant to a delegation of authority to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT), Glen Burnie, Maryland. This ORDER applies to Mei Ying Gao; Qi Sheng Zhang a/k/a Sammy; Qiao Zhen Liu a/k/a Jenny; Amy Li a/k/a Amy Mei Fang, Amy Chenli, Amy Chen Li and Amy Peterson; New Century Travel, Inc., USDOT # 911125, MC 367489 a/k/a New Century Travel Bus, New Century Travel Ticket Sales; Fujian Tourism, Inc., USDOT # 1858916, MC 672638; Black Leopard Travel, Inc., USDOT # 2046152, MC 717211; Eagle Bus Inc., USDOT # 1889752, MC 680536; Super Luxury Tours, Inc., USDOT # 1669914, MC 613823; Antai Tours, Inc., USDOT # 1922290, MC 687933; 2003 Coach, Inc., USDOT # 1305152, MC 506256; Sammy Tours, Inc., USDOT # 1471745, MC 555733; Red Eagle Tours, Inc., USDOT # 2163652, MC 751824; and Wahoo Tour and Charter, Inc., USDOT # 2163686, MC 751833; each in their individual capacity and collectively as one commercial motor vehicle operation (referred to collectively herein as "you," "your," and /or "NEW CENTURY") and to any motor vehicles owned, leased, or operated by NEW CENTURY, and used in the NEW CENTURY motor carrier operation.

The Secretary and the FMCSA find your operations constitute an **imminent hazard**.

This finding means that based upon your present state of unacceptable safety compliance, your operation of any commercial motor vehicles poses an **imminent hazard** to public safety.

EFFECTIVE IMMEDIATELY, YOU MUST CEASE ALL COMMERCIAL MOTOR VEHICLE OPERATIONS, INCLUDING ALL INTERSTATE OR INTRASTATE TRANSPORTATION OF PASSENGERS BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.

THE PROHIBITIONS ON OPERATION IN THIS ORDER APPLY TO NEW CENTURY, AS WELL AS ANY AND ALL OF ITS OFFICERS, DIRECTORS, AND MANAGERS, SUCCESSORS, ASSIGNS AND AFFILIATED COMPANIES. EXCEPT AS PROVIDED BELOW, NEW CENTURY MAY NOT USE OWNED, LEASED, RENTED OR CHARTERED VANS, SHUTTLES, BUSES, OR OTHER MOTOR VEHICLES TO CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS. FURTHER, NEW CENTURY MAY NOT CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS THROUGH INTERLINE AGREEMENTS, SERVICE AGREEMENTS OR CHARTER AGREEMENTS.

Commercial motor vehicles and their drivers now in interstate or intrastate commerce may proceed to their next immediate destination, which is defined as the next scheduled stop for vehicles already in motion where the passengers can be safely accommodated. (See 49 C.F.R. § 386.72(b)(4) and (5)).

NO ADDITIONAL PASSENGERS MAY BE LOADED OR TRANSPORTED, NOR MAY THE COMMERCIAL MOTOR VEHICLES BE OPERATED IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.