

# **Performance and Registration Information Systems Management PRISM**

## **Law Enforcement Training Manual**

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

**February 2013**



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 where states are required to provide PRISM training to their officers. It is specific to the PRISM Program and, 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 Interstate Commerce, FMCSA Out-of-Service carriers and vehicles in both Interstate and Intrastate Commerce, and PRISM Targeted vehicles for inspection. This training emphasizes the identification of carriers that are using their vehicles in Interstate 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 and those vehicles 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 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/safety-security/prism/prism-resources.aspx> for the latest version of this training package.

## Table of Contents

<b>1. What is PRISM?</b> .....	<b>1</b>
Registration .....	1
Enforcement .....	2
PRISM Law Enforcement Requirements.....	3
<b>2. Identify the Motor Carrier Responsible for Safety (MCRS)</b> .....	<b>4</b>
Registrant vs. Motor Carrier Responsible for Safety .....	4
Short Term Leasing.....	5
<b>3. PRISM IRP Compliant Cab Cards</b> .....	<b>6</b>
Cab Card Example 1 .....	7
Cab Card Example 2 .....	8
Cab Card Example 3 .....	9
<b>4. Identifying FMCSA Out-of-Service Vehicles</b> .....	<b>10</b>
FMCSA Tools to Identify Out-of-Service .....	10
Query Central.....	11
State Vehicle Registration Suspensions.....	14
Check Operating Authority.....	15
PRISM Nlets Query .....	16
ISS.....	18
<b>5. Place the Vehicle Out-of-Service</b> .....	<b>19</b>
<b>6. Import Barcode Data to ASPEN</b> .....	<b>20</b>
Query Central Carrier Data to ASPEN .....	21
Query Central Vehicle Data to ASPEN .....	24
<b>1. APPENDIX A – Sample OOS Letters</b> .....	<b>27</b>

## 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.<sup>1</sup>

The PRISM program requires 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.

PRISM links the commercial vehicle registration process with motor carrier safety to achieve two purposes. The first is to determine the safety fitness of the motor carrier responsible for safety (MCRS) prior to issuing license plates, and the second is to influence the carrier to improve its safety performance through an improvement process and, where necessary, the application of registration sanctions.

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. The PRISM program improves the performance of unsafe carriers through a comprehensive system of identification, education, awareness, data gathering, safety monitoring, and enforcement sanctions.

### **Registration**

The International Registration Plan (IRP) commercial vehicle registration process of the states 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 commerce may have their ability to register vehicles denied by the State. The

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<sup>1</sup> 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 21<sup>st</sup> 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.

use of registration sanctions also provides powerful incentive for unsafe carriers to improve their safety performance.

In addition to denying registrations to carriers under a Federal Out-of-Service Order, PRISM States also barcode their cab cards. Barcoding 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.

***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 drivers 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 requirement 2, Identifying FMCSA Out-of-Service and PRISM Targeted vehicles at the roadside. This manual is also provided to help fulfill requirement 5, PRISM Law Enforcement training.

1. Seek legislative authority to stop and inspect vehicles without probable cause
2. Identify FMCSA Out-of-Service and PRISM Targeted vehicles
3. Coordinate with FMCSA to pick up Registration Plates
4. Implement procedures to correct safety events
5. Provide PRISM Law Enforcement training
6. Improve Data Quality

## **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 entity that pays for the vehicle registration plate.

*(Note: As of September 2012, a Registrant-Only company (not a Motor Carrier) is no longer required to provide a USDOT Number for vehicle registration in PRISM States.)*

#### **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." The Motor Carrier Responsible for Safety is issued the USDOT Number, and this USDOT Number should be displayed on the sides of the truck.

#### **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 5-7. 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 the carrier being located usually near sea ports and rail heads and owner operators are contracting with Brokers/Shippers to move freight on a short time 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 vehicle.

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. 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 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 2012	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JUN-12	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JUN-12	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT 17000	
ENFORCEMENT DATE 31-MAY-13	EXPIRATION DATE 31-MAY-13	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**

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



## 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**

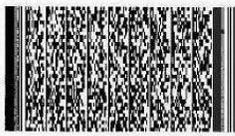
**Registrant**  
 ABC TRUCKING  
 500 MAIN STREET  
 ANYTOWN, KY 01002

IRP NUMBER 527455	REG YEAR 2012	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JUN-12	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JUN-12	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT 17000	
ENFORCEMENT DATE 31-MAY-13	EXPIRATION DATE 31-MAY-13	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**  
 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 2012	PLATE# 9NS067	VIN TEST		
REGISTRATION DATE 01-JUN-12	VEH TYPE TT	DECAL# 850099	REGISTRATION ID 153047	REGISTERED WEIGHT 80000	
EFFECTIVE DATE 01-JUN-12	VEH MAKE CHEV	EQUIP# 1	TITLE# 1	UNLADEN WEIGHT 17000	
ENFORCEMENT DATE 31-MAY-13	EXPIRATION DATE 31-MAY-13	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
<b>*Imminent Hazard</b>
<b>*Unsatisfactory/Unfit Motor Carrier</b>
<b>Failure to Pay Fines due to Safety Violation</b>
<b>New Entrant Revoked - Expedited Actions</b>
<b>New Entrant Revoked - Failure of Safety Audit</b>
<b>New Entrant Revoked - Refusal of Safety Audit</b>

**\*Note:** Imminent Hazard and Unsatisfactory/Unfit Carriers are ordered to cease and desist in both Interstate and Intrastate Commerce. 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 up-to-the minute information on Federal Out-of-Service Orders. 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-Service<sup>2</sup>

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

Note: 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.

<sup>2</sup> State access to the FMCSA Portal is contingent upon State agreement with the FMCSA's "Rules of Behavior".

## Query Central

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 is for the OOSO. Query Central has the timely, up-to-the minute information on OOSO directly from MCMIS.



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



**CARRIER SUMMARY**

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

[Carrier Summary](#) | [Carrier Detail](#) | [Violation History](#) | [13 Past Inspection\(s\)](#) | [PRISM](#) | [Summary Report](#)

ALERT: Carrier is currently under a Federal OOS

OOS Date: 08/29/2012	State:	Reason: UNSATISFACTORY = UNFIT	Rescinded Date:
For further information, please contact the appropriate <a href="#">FMCSA Service Center</a> .			
<a href="#">Click here</a> 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:	FIVE SONS EXPRESS INC	USDOT#:	2108606
DBA Name:		MC/MX#:	<span style="color: red;">735243</span>
Physical Address:	30103 SW 152ND AVE HOMESTEAD, FL 33033	Phone#:	(305)747-5660
Country of Domicile:	UNITED STATES	Fax#:	(502)690-8007
Mailing Address:	30103 SW 152ND AVE HOMESTEAD, FL 33033	Status of USDOT#:	ACTIVE
		Entity:	CARRIER

Inspection Value: 100 - INSPECT

Inspection Value is based on Safety 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**

<b>OOS Date:</b> 08/29/2012	<b>State:</b>	<b>Reason:</b> UNSATISFACTORY = UNFIT	<b>Rescinded Date:</b>
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For further information, please contact the appropriate [FMCSA Service Center](#).

[Click here](#) to review a reference to the applicable section of 49 CFR

[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	386.84(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
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.

**CARRIER SUMMARY**

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

Driver Vehicle Carrier Help Home

Carrier Summary Carrier Detail Violation History 4 Past Inspection(s) **PRISM** Summary Report

**ALERT: Carrier is currently under a Federal OOS**

OOS Date: 06/21/2012	State:	Reason: NEW ENTRANT REVOKED - FAILURE OF SAFETY AUDIT	Rescinded Date:
For further information, please contact the appropriate <a href="#">FMCSA Service Center</a> .			
<a href="#">Click here</a> to review a reference to the applicable section of 49 CFR			

**CARRIER PRISM SUMMARY**

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

Driver Vehicle Carrier Help Home

Carrier Summary Carrier Detail Violation History 4 Past Inspection(s) **PRISM** Summary Report

PRISM Information for: DAVID P PINNEY

MCSIP Step:	64 -- Federal OOS: New Entrant-Failure of Safety Audit
Tax ID#:	EIN: XXXXXXXXX
MCS-150 Date:	12/21/2011

PRISM Targeted Vehicle Information

VIN	Plate #	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Status
1FUY3ECB9MH505281	SF9256	IA	FRHT	1991	01/01/2012	12/31/2012	STATE SUSPENSION DUE TO FEDERAL OOS
1WUYDCJE2HN120747	SG1386	IA	WHIT	1987	01/01/2012	12/31/2012	STATE SUSPENSION DUE TO FEDERAL OOS
2XKWD29X0JM502882	SF2520	IA	KW	1988	01/01/2012	12/31/2012	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. This red alert message will appear on the PRISM Vehicle Summary page.





**VEHICLE  
PRISM  
SUMMARY**

Driver | **Vehicle** | Carrier
Help | Home

[Back to Vehicle Summary](#)

**PRISM Vehicle Information For: 1FUY3ECB9MH505281**

USDOT#	VIN	Plate#	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Target Indicator	Status
<a href="#">2094354</a>	1FUY3ECB9MH505281	SF9256	IA	FRHT	1991	01/01/2012	12/31/2012	Federal OOS	STATE SUSPENSION DUE TO FEDERAL OOS

**ALERT: This vehicle is also under a State Suspension due to a Federal Out-of-Service Order. Please confirm with State.**

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 Vehicle Information For: MB3155 NC									
USDOT#	VIN	Plate#	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Target Indicator	Status
<a href="#">1027111</a>	4V4NC9TG13N333135	MB3155	NC	VOLV	2003	08/13/2012	07/31/2013	Targeted	ACTIVE

### Inactive Vehicle Registration

PRISM Vehicle Information For: MA6684 NC									
USDOT#	VIN	Plate#	State	Make	Model Year	Registration Start Date	Registration Expiration Date	Target Indicator	Status
<a href="#">1931417</a>	1FVAAHCG91LH70746	MA6684	NC	FRHT	2001	10/26/2010	09/30/2011	Federal OOS	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.

U.S. Department of Transportation Federal Motor Carrier Safety Administration Query Central		CARRIER SUMMARY	
Driver	Vehicle	Carrier	Help
<a href="#">Carrier Summary</a>   <a href="#">Carrier Detail</a>   <a href="#">Violation History</a>   <a href="#">No Past Inspections</a>   <a href="#">PRISM</a>   <a href="#">Summary Report</a>			
<b>Motor Carrier Identification &amp; Safety Data</b>			
Please Note: You can now access L&I detail by clicking on the MC/MX number(s).			
Legal Name:	WAW TRUCKING INC	USDOT#:	551137
DBA Name:		MC/MX#:	319209
Physical Address:	18 SOUTHLAND DRIVE ROCHESTER, NY 14623	Phone#:	(585)292-1325
Country of Domicile:	UNITED STATES	Fax#:	
Mailing Address:	18 SOUTHLAND DRIVE ROCHESTER, NY 14623	Status of USDOT#:	INACTIVE
		Entity:	CARRIER

U.S. Department of Transportation Federal Motor Carrier Safety Administration Query Central		LICENSE & INSURANCE SUMMARY	
Driver	Vehicle	Carrier	Help Home
<a href="#">Carrier Summary</a>   <a href="#">Carrier Detail</a>   <a href="#">Violation History</a>   <a href="#">L&amp;I Detail</a>   <a href="#">No Past Inspections</a>   <a href="#">PRISM</a>   <a href="#">Summary Report</a>			
<b>ALERT: This carrier may not have valid operating authority.</b>			
License & Insurance Information for: W.A.W. TRUCKING, INC.			
<b>Common Authority</b>		<b>Contract Authority</b>	
Status:	NONE	Status:	INACTIVE
Application Pending:	NO	Application Pending:	NO
Revocation Pending:	NO	Revocation Pending:	NO
<b>Operating Authority Types</b>		<b>Insurance Amounts</b>	
Property:	YES	Liability Required:	\$750,000
Passenger:	NO	Cargo Required:	\$0
Household Goods:	NO	Bond Required:	\$0
		Liability on File:	\$0
		Cargo on File:	\$0
		Bond on File:	\$0
BOC-3: YES			
Blanket Company: <a href="#">OWNER OPERATOR SERVICES, INC.</a>			
L&I Website Information			

## 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.**

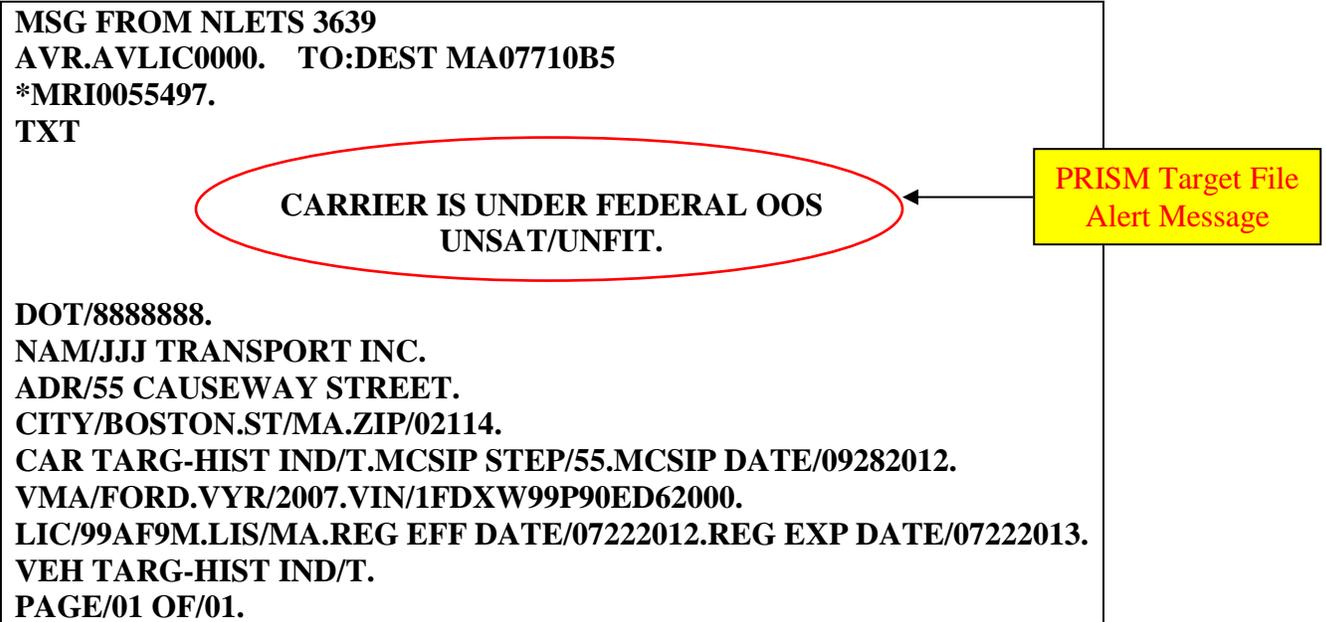
**CITY/PITTSBURGH.ST/PA.ZIP/15204.**

**CAR TARG-HIST IND/T.MCSIP STEP/54.MCSIP DATE/07252012.**

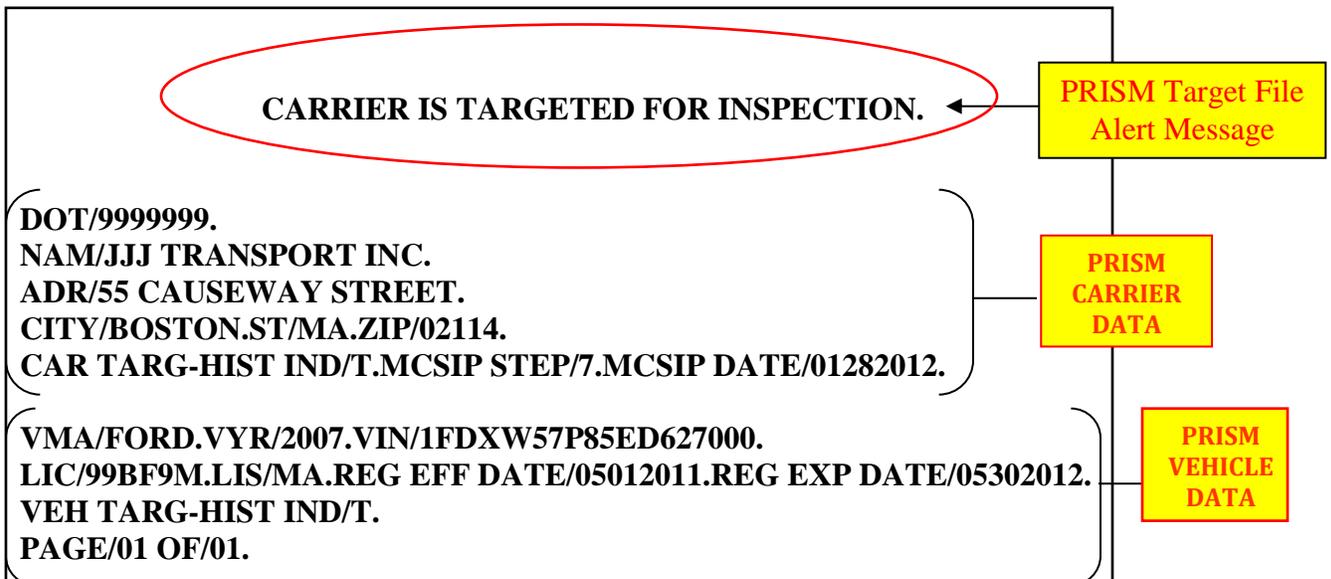
**PAGE/01 OF/01.**

**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 FCMSA Portal.

The screenshot displays the ISS v2.14 application window for USDOT # 02094354. The interface includes a menu bar (File, Actions, Help), a toolbar with icons for search, print, and other functions, and a tabbed navigation system with tabs for Main, BASICs, Details, Violation Details, and History. The 'Main' tab is active, showing a search section with 'Carrier Search' where 'Search Type' is set to 'USDOT#' and 'Number' is '02094354'. Below this is the 'Carrier Information' section with the following details: Name: DAVID P PINNEY, DBA: OLD SCHOOL CONTRACTING, Street: 30161 FOREST RD, City: HINTON, State: IA, Zip: 51024, Phone: (712)560-5781, and Country of Domicile: UNITED STATES. The 'Inspection Value' section shows a value of 100 with an 'HM' (High Maintenance) icon and the word 'Inspect'. To the right, an 'Expert' section contains a warning: '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.' The status bar at the bottom indicates 'Inspection Value is based on Safety data.' and '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 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.

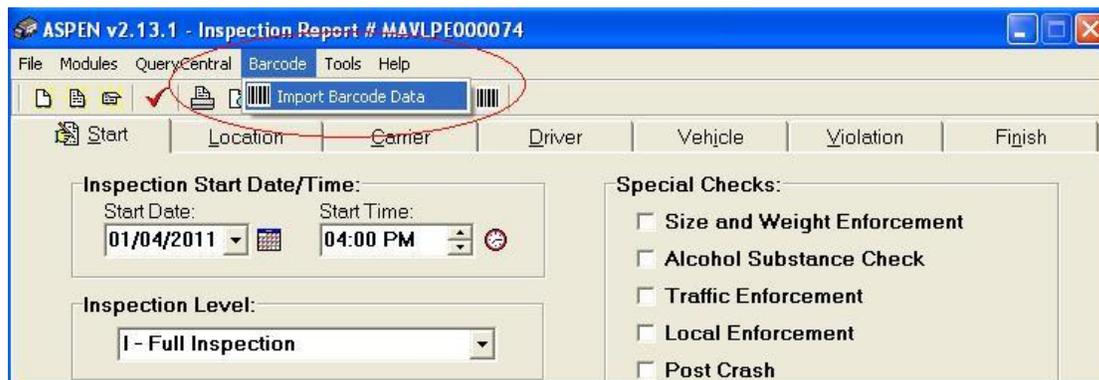
***Be vigilant and take every opportunity to identify Out-of-Service vehicles and take appropriate action.***

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

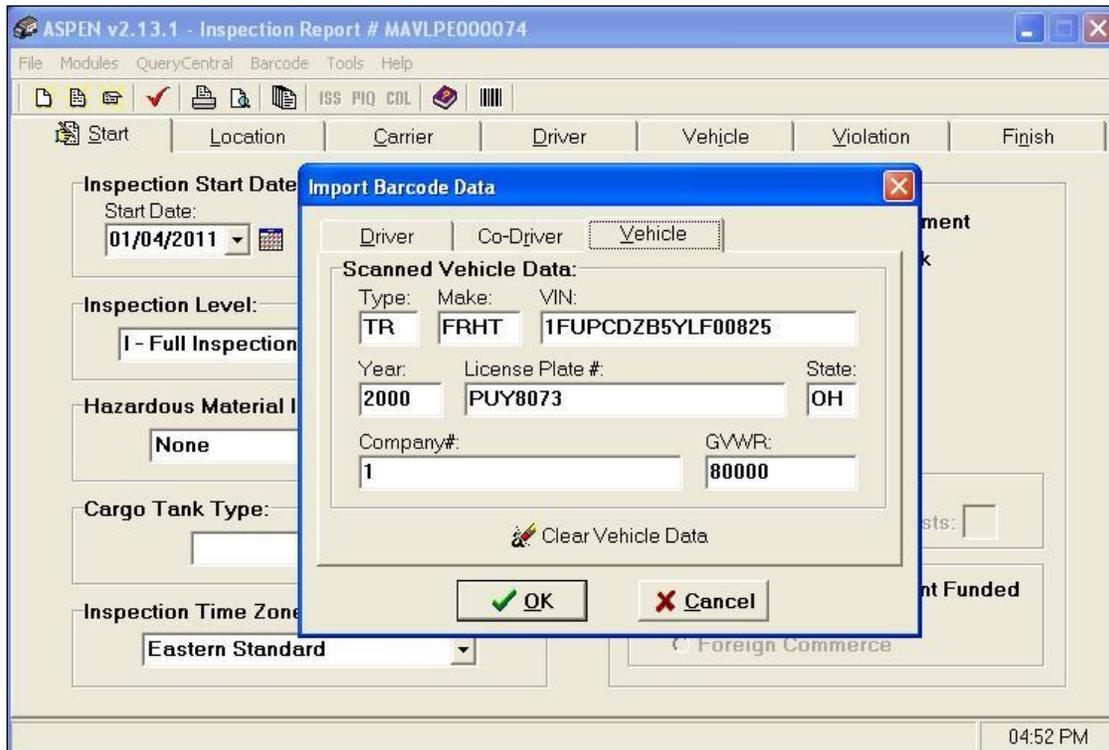
## 6. Import Barcode Data to ASPEN

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 web application interface. At the top, the U.S. Department of Transportation Federal Motor Carrier Safety Administration logo is visible, along with the text "Query Central" and a background image of a white and red truck. Below the header, there are three tabs: "Driver", "Vehicle", and "Carrier", with "Carrier" currently selected. On the left side, there is a "Navigation" menu with a "QC" logo, containing links 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" 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: 09/29/2009	State:	Reason: 90 DAY FAILURE TO PAY FINE	Rescinded Date:
For further information, please contact the appropriate <a href="#">FMCSA Service Center</a> .			
<a href="#">Click here</a> 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#:	<u>422714</u>
Physical Address:	23026 PINE RIDGE DRIVE MILTON, DE 19968	Phone#:	(302)684-0626
Country of Domicile:	UNITED STATES	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.

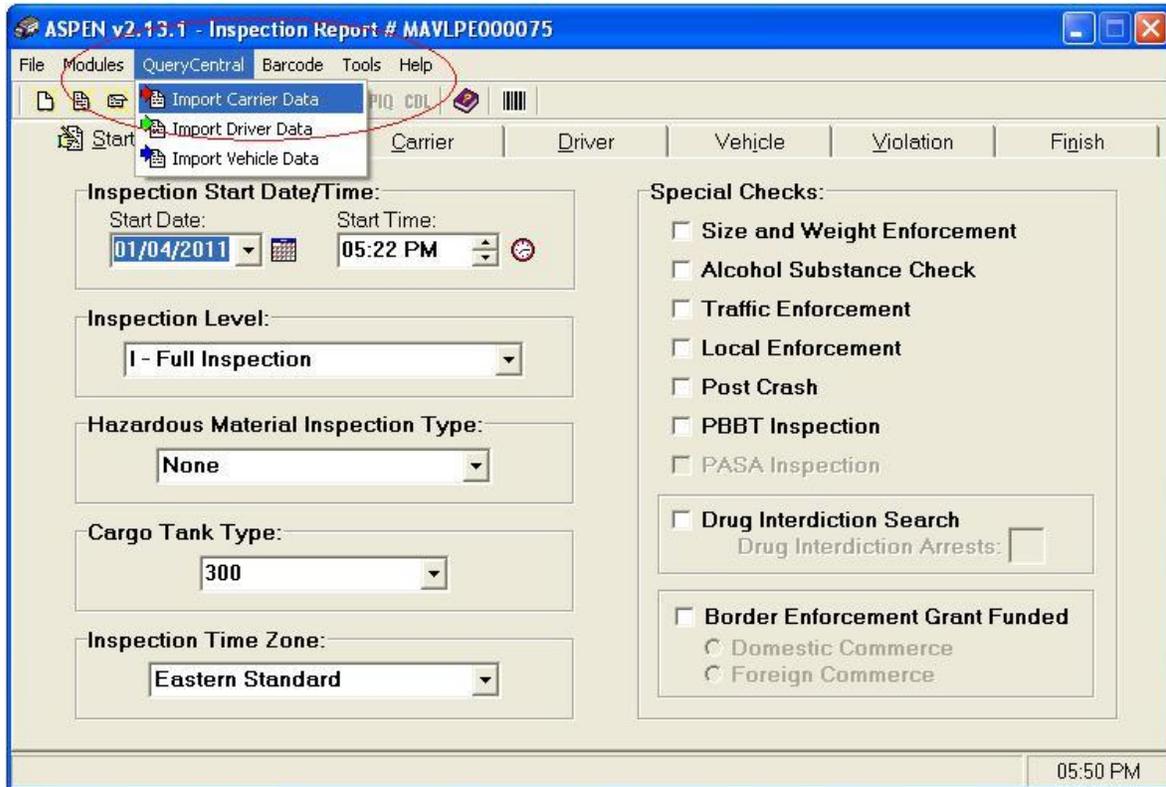
Visit the [SAFER Website](#) for additional information.

Click [here](#) for UCR information regarding this carrier.

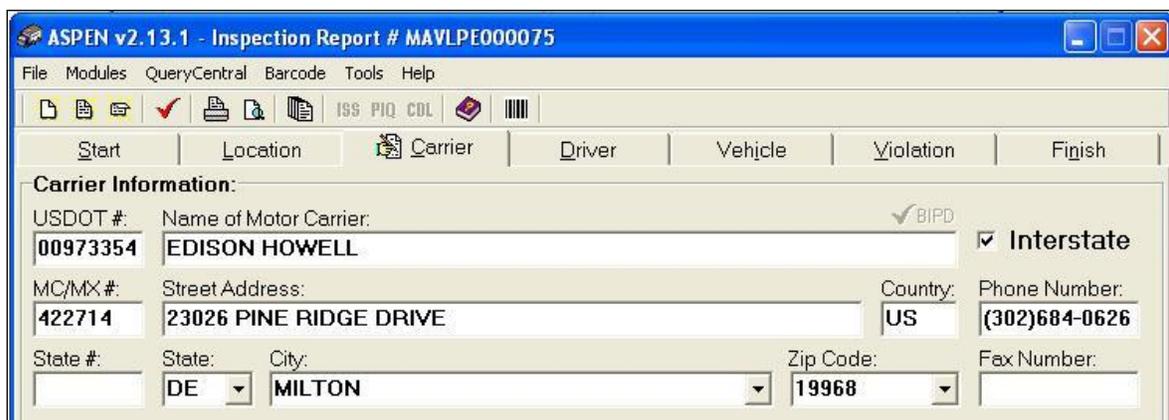
Information

 Download Complete!

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.



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

---

**Navigation** **QC**

**User**  
[Preferences](#)  
[Feedback](#)

**Reference**  
[Accessibility](#)  
[Privacy Policy](#)  
[About QC](#)  
[Help](#)

**Links**  
[Intermodal](#)  
[Equipment Inquiry](#)

### QUICK SEARCH

Carrier Search:

USDOT#:

Vehicle Search (VIN -or- Plate/State):

VIN#:

Plate:  State:

Driver Search (Status):

CDL#:

State:

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	Associated Drivers
<a href="#">SUPREME AUTO TRANSPORT INC</a>	<a href="#">BERNARD INMAN</a>

Vehicle Summary Information

Download	Type	Make	Year	Plate #	State	VIN #	Company #	CVSA Decal	GVWR
<a href="#">Download Data for ASPEN</a>	TT	FRHT	1996	2NI026	OK	1FUVDZYB8TP876174	1258	NO	0

**Information** [Close]

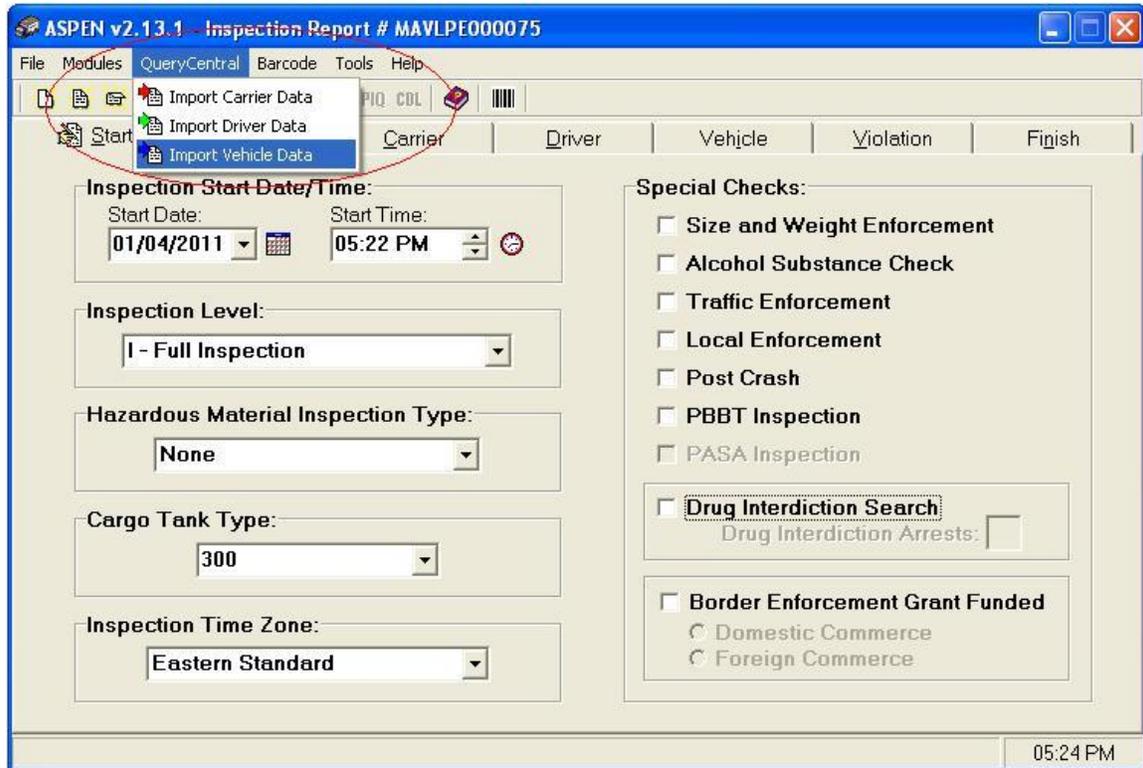
Download Complete!

OK

[Feedback](#) | [Privacy Policy](#) | [Information Act \(FOIA\)](#) | [Accessibility](#) | [OIG Hotline](#)  
[Contact Us](#) | [Help](#) | [Part Links](#) | [Plug-ins](#)


 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.



# 1. APPENDIX A – Sample OOS Letters

## Sample 1 – Unsat/Unfit OOS – Interstate and Intrastate



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.**