FLEET SAFETY WATCH

Sample Monthly Fleet Safety Advisory Report

Illustrative only - prepared to show the format, depth, and practical value of a monthly client report.

Reporting Period July 2026	Carrier Sample Carrier, Inc. (Fictional)
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What this sample demonstrates

Each report translates the carrier's available FMCSA safety data into a clear management summary, documented corrective actions, and a forward-looking monitoring plan. The data and names in this sample are fictional.

Fleet Safety Advisors
DOT Compliance & Fleet Safety Guidance for Motor Carriers
Former FMCSA Safety Investigator | Former State Trooper

July 2026 Fleet Safety Advisory Report - Sample Carrier, Inc.

Reporting basis: Illustrative example only. Live reports use authorized carrier portal data, safety activity, and prior action history.

1. Executive Summary

Management summary: Every BASIC percentile improved from the prior SMS snapshot. HOS Compliance and Vehicle Maintenance nevertheless remain at alert status and require focused follow-through. This period: 10 inspections, 8 without violations, and 2 with HOS or vehicle-maintenance violations. Recommended response: verify HOS review controls, maintenance controls, driver pre-trip accountability, and documented follow-through.

2. FMCSA Safety Data Trends

Confidential portal view - illustrative only: Lower percentiles are better. All BASICs improved; HOS and Vehicle Maintenance remain in alert status.

BASIC	Current percentile	Prior percentile	Change	Status
Unsafe Driving	42nd	49th	-7	Acceptable
HOS Compliance	80th	88th	-8	Alert
Driver Fitness	28th	35th	-7	Acceptable
Controlled Substances/Alcohol	12th	18th	-6	Acceptable
Vehicle Maintenance	80th	89th	-9	Alert
Crash Indicator	53rd	60th	-7	Acceptable
HM Compliance	15th	21st	-6	Acceptable

RED
Elevated

FMCSA Investigation Potential - FSA Assessment
Two BASICs are at alert status: HOS Compliance and Vehicle Maintenance. While all percentile results improved, the two new violations show that the preventive controls need immediate, documented follow-through.

This is Fleet Safety Advisors' internal management indicator, not an FMCSA designation, prediction, safety rating, or guarantee of an investigation.

3. New Inspection, Violation, OOS, and Crash Activity

10 total inspections this reporting period: 8 inspections without violations; 2 inspections with violations; 0 OOS events; no newly reported crash activity in this illustrative period.

Date	Activity	Illustrative finding	Why it matters
07/08/2026	Roadside inspection	Illustrative HOS recordkeeping violation	Supports a targeted review of log-audit controls and coaching response.
07/25/2026	Roadside inspection	Illustrative vehicle-maintenance violation: lamp/tire condition	Supports defect escalation, repair verification, and pre-trip follow-through.

Corrective-Action Plan

This section is the heart of the monthly report. Recommendations are specific to the carrier's pattern and are written so management can assign, document, and verify action.

5. Prior Action-Item Progress

Prior action	Status	Current update	Next step
Create a weekly defect-review log.	In progress	Log was started; repair-verification field has not been used consistently.	Require shop or manager sign-off before the unit is released.
Review speeding policy at driver meeting.	Completed	Policy reminder and acknowledgment were documented.	Continue spot review after future unsafe-driving events.

6. Carrier-Specific Corrective-Action Plan

Priority action	Owner	Target	Evidence to retain
1. Add a documented defect escalation and repair-verification step. Drivers report defects; the designated reviewer records disposition; the person releasing the unit verifies completion before return to service.	Maintenance lead	14 days	DVIR/defect log, repair order, release verification, unit number.
2. Conduct focused pre-trip coaching for recurring maintenance findings. Use real examples of lamp, tire, and brake-condition findings. Require drivers to identify reportable defects and explain the escalation path.	Safety manager / supervisor	21 days	Training roster, coaching outline, driver acknowledgments.
3. Audit a sample of closed defects weekly for 60 days. Confirm the reported defect, repair action, and release decision are complete and match the equipment involved.	Operations manager	Start within 7 days	Weekly audit checklist and exceptions log.
4. Review the two highest-severity recurring violation types. Determine whether recurrence is linked to specific units, drivers, vendors, dispatch pressure, or weak repair controls.	Owner / safety lead	30 days	Root-cause notes, corrective decision, follow-up results.

7. Discussion Findings and Follow-Up Questions

Example questions for management: Are all drivers required to submit defect reports at the end of the shift? Who reviews them each day? What prevents a unit with an unresolved defect from being dispatched? Are repeat findings tied to the same equipment, driver group, or maintenance vendor?

Monitoring Plan & Report Notes

8. Next-Month Monitoring Focus

Focus area	What Fleet Safety Advisors will review	Desired evidence of progress
Vehicle maintenance	New inspection findings, repeat defect types, OOS activity, and maintenance-related data movement.	Fewer repeat findings; completed repair verification; documented defect audits.
Driver pre-trip accountability	Whether coaching and reporting controls have been implemented and retained.	Training proof, completed DVIRs, and timely escalation of reportable defects.
Unsafe driving	Any new speeding, seat belt, handheld device, or other unsafe-driving activity.	No new pattern; documented response if an event occurs.

Action Verification Requested Next Month

To confirm that the recommended controls are operating - not merely discussed - the next monthly review will request: (1) a sample of 10 completed log audits with coaching outcomes; (2) the closed-defect log, repair orders, and release verification for maintenance findings; and (3) the pre-trip coaching roster plus a one-week sample showing defect escalation and disposition.

9. Data Source and Reporting Notes

A live report is based on the carrier's authorized FMCSA safety data, relevant public FMCSA information, available inspection/violation history, and prior report/action records. Percentile results shown in a report are confidential carrier portal information and are provided for that carrier's internal management use. FMCSA data is subject to reporting and update timing, may be corrected, and should be evaluated with the carrier's operational facts. SMS information is not itself a federal safety rating.

10. Service Boundary and Next Steps

What the monthly monitoring service provides: expert review, trend interpretation, documented corrective-action guidance, action-item carry-forward, and long-term report history.

Available separately when needed: DataQ preparation/submission, crash response, active investigation support, record reviews, ELD/log review, training, policy development, and mock audit support.

Fleet Safety Watch gives carriers a consistent, documented way to understand what their FMCSA safety data is showing and take practical action before patterns become more difficult to manage.

This is an illustrative sample. It does not analyze a real carrier and is not legal advice. A carrier remains responsible for its safety management and regulatory compliance.