

14 NEW ENTRANT AUDIT VIOLATIONS EXPLAINED

The Federal Motor Carrier Safety Administration (FMCSA) is the governing body when it comes to the trucking industry. All new motor carriers must undergo a safety audit within the **first 12 months** of their operations to complete the New Entrant Program, [per the FMCSA's website](#).

Below are the 14 violations that will result in an IMMEDIATE failure of the New Entrant Program safety audit and a brief explanation. Don't worry, [Truckers Bookkeeping Service](#) has compliance packages available to help, as well as advice for enrollment in a drug and alcohol consortium program.

THE 14 VIOLATIONS:

1 Failing to implement an alcohol and/or controlled substances testing program.

To ensure the safety of all motorists on the road, drivers need to be tested regularly for alcohol and controlled substances.

2 Failing to implement a random controlled substance testing program.

Regular testing is different from random testing. Implementing a random controlled substance testing program ensures drivers are not under the influence and cannot plan around the regularly scheduled testing.

3 Driving or using a driver with a blood alcohol content of 0.04 or greater.

No one is allowed to drive under the influence of alcohol, and truck drivers are no exception.

4 Using a driver who has refused to submit to an alcohol or controlled substances test.

Drivers need to be safe and trustworthy. If a driver refuses to take an alcohol or controlled substances test, there is no way to know for sure that they are safe to drive.

5 Using a driver known to have tested positive for a controlled substance.

Driving a truck is a huge responsibility and drivers should never be under the influence of controlled substances. If you use a driver you know has tested positive, you are endangering all the other motorists on the road.



THE 14 VIOLATIONS, CONTINUED:

6 Driving or using a driver without a commercial driver's license (CDL).

Just like driving a car requires a valid license, as does driving a semi. Having a valid license means you (or your driver) passed the test and know the rules of the road.

7 Driving or using a driver with a suspended, revoked, or canceled license, or a federal disqualification.

Similar to the previous point, all motorists on the road need to have a valid license for the safety of those around them.

8 Allowing a disqualified driver to drive.

A driver gets disqualified for a reason. Don't take the risk.



9 Not carrying appropriate insurance, including minimum cargo (\$5,000 per vehicle and \$10,000 per occurrence) and \$750,000 primary liability.

Semi-truck accidents—due to their sheer size and weight—can cause a lot of damage. Insurance is required in order to protect everyone in the unfortunate case an accident occurs.

10 Knowingly using a physically unqualified driver.

If a driver has a medical condition or physical ailment that disqualifies them from driving, do not allow them to do so.

11 Failing to require a driver to keep record of duty status current.

Record-keeping is critical when it comes to operating a trucking company. The FMCSA needs to know that everything is in order and you (and your drivers) are staying safe and compliant.

12 Running a vehicle declared out-of-service before repairs are made.

When a truck is labeled out-of-service, that means the vehicle is not suitable for being on the road and poses a serious risk to other motorists. Get your truck repaired.

13 Failing to correct out-of-service defects listed on vehicle inspection reports before further operation.

Similar to the point above, out-of-service defects are listed for the safety of you, your drivers, and others on the road. Failing to get them repaired is unsafe and could result in a breakdown or accident.

14 Running a truck not inspected periodically.

Semis do hard work and need to be inspected regularly to ensure everyone's safety on the road.

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