

Your Guide to DataQs: *Filing, Supporting, and Succeeding*

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Gary Petty
President & CEO
National Private Truck Council

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Thank You for Joining Us!

- This webcast will cover ...
 - A regulatory overview
 - Best practices in compliance
 - A case study in implementation
 - Question & Answer session
- You will be muted during the event.
- Please use the Q&A feature to send in questions. We'll try to answer them during the Q&A period if they are not covered in the presentation.
- The slides and recording will be posted within 7 days at:
www.jjkeller.com/nptcinfo

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Meet Your Speakers



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HC Transport Inc.

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Tim Adam, CTP
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Audience Poll:

- What is your success rate in DataQs?
 - We have not used DataQs
 - Under 50% success rate
 - 50% to 74% success rate
 - 75% to 100% success rate

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What is DataQs

- DataQs is an electronic system for filing concerns about Federal and State data the Federal Motor Carrier Safety Administration (FMCSA) has on file
- Helps ensure the accuracy of data used in regulatory and enforcement programs

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What Data Can Be Challenged

- Roadside data
 - Crash data
 - Inspection reports and violations
- Non-Roadside data
 - Data related to:
 - An audit or investigation
 - Registration (DOT number information)

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Where Can I Find My Data

- CSA's SMS: <https://ai.fmcsa.dot.gov/SMS>
- FMCSA's Portal: <https://portal.fmcsa.dot.gov/login>
- Carrier profile: <https://ask.fmcsa.dot.gov/app/mcmiscatalog/mcmishome>



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How to File

- Review the violation or crash, and the related regulations and interpretations
- Formulate your argument
- Locate supporting documentation
 - Crash report
 - Roadside inspection report
 - Regulations
 - Vehicle list, driver list, towing invoice, photographs
- Enter "request for data review" into system



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How to File

- Log into the DataQs system and:
 - Select the correct "broad category" of the request (roadside, crash, etc.)
 - Select the detail of the review
 - Not ours
 - Did not receive a copy of the report
 - Violation incorrect
 - Crash not recordable
 - Crash not preventable under the Crash Preventability Demonstration Program



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How to File

- Enter details related to the event
 - System has “stops” built into it to prevent errant filings
- Enter narrative
 - Concise, to the point, and supported
 - Make it clear what you want reviewed/changed
 - Keep opinions out of it
- Upload supporting documents
 - If you successfully challenged a citation related to a violation on a roadside inspection report, upload the court documents as your supporting documents
 - If citation was dismissed, violation will be removed

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What Happens Next

- FMCSA (DataQs) “logs” request and forwards it to state involved
- State investigator is assigned and reviews and investigates
 - Investigator will talk to the officer involved, so your argument will need to overcome the officer’s

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What Happens Next

- If state needs more info, DataQs relays message from the state to the carrier
 - Carrier replies to message in DataQs
- If state agrees with request, the state makes the data change
- If state disagrees, “closed with no action”
 - Can appeal, but need to provide additional information

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Not a “Court of Law”

- You must **prove** the data is wrong
 - The violation did not occur
 - The crash was not yours or not recordable
- The investigator will not:
 - Dismiss a violation on a technicality
 - If a technical error was made, the investigator will correct it
 - Reduce the violation to a lesser one
 - Take sympathy on you or the driver

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Private Fleets and DataQs

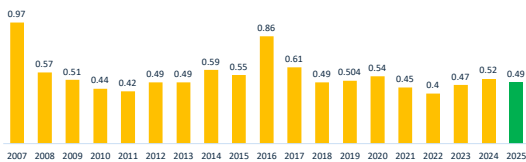
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National Private Truck Council

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DOT Recordable Accidents

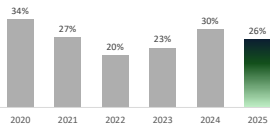


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Percent of the Accidents In Which the Fleet Was At Fault



Percentage of those accidents challenged through DataQs = 25%

Success percentage = 42%

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Why Fleets Opt Not to Use the Program

- Too complex
- Too time consuming
- Everyone they know that tried it has failed
- It will cause FMCSA and officers on the road to focus in on me in the future (it will put me on their radar)
- It will cause FMCSA to come and audit me

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Guaranteed to be Unsuccessful

- "The officer should have given my guy a break"
- "The officer was being overly picky"
- "They normally let that go"
- "The truck was just inspected in the neighboring state (or in our shop) and no defects were found"
- "The driver was able to fix it before leaving"
- "The crash report was done wrong"
- "Get it out, it's wrong"

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Tips

- Be selective in what you file
- Research before you jump into a request
 - Do your homework!
- Remember to keep fact separated from opinion
 - Just because you disagree with the violation does not mean anything
- What you can prove is what will carry the day
 - Need regulations, facts, evidence to back up your RDR
 - Adjudicated citations related to the violation is the best support

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Successful DataQs Strategies

- Only dispute when you are able to prove your case
- Have and upload supporting documents to dispute the violations
 - Shop receipt from the same day or within a few days
 - Towing receipts, statement from tow company, repair invoices, pictures
- Know your data
- Make sound and solid argument in narrative
- Remember you are trying to convince an investigator that the officer or official report was wrong, so present a compelling argument that is supported
- The burden of proof is on you – the carrier

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Sydney Reveal, CTP
Fleet Compliance Manager



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HC Transport Inc

- HC Transport is a subsidiary of Home City Ice
- Family owned since 1924
- Manufacture and deliver ice
 - Grocery stores, Gas stations, Construction sites, etc.
 - Special events (Kentucky Derby, State Fairs, etc.)
- Currently have 1,400 drivers but flexes to 2,000 in peak summer
- 149 Total Locations



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Why Do I Need to DataQs?

- Using DataQ's allows you to request a review of certain data (from roadside inspections, crashes, etc.) and potentially have that incorrect data removed or updated.
- This will help improve your Compliance, Safety, Accountability (CSA) scores.
- CSA scores directly impact your Company and drivers.

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What is CSA?

CSA stands for Compliance, Safety, Accountability. It is the safety compliance and enforcement program of the Federal Motor Carrier Safety Administration (FMCSA) that holds motor carriers and drivers accountable for their role in safety.

FMCSA organizes the SMS data into seven Behavior Analysis and Safety Improvement Categories (BASICS):

| | | | | | | |
|---|---|--|--|---|--|--|
| | | | | | | |
| Unsafe Driving Speeding, reckless driving, improper lane change, inattention, no seatbelt | Crash Indicator Histories of crash involvement (Not Public) | Hours of Service Compliance Noncompliance with HOS regulations, including logbooks | Vehicle Maintenance Broken lights, defects, failure to make required repairs | Controlled Substances/Alcohol Use/possession of controlled substances/alcohol | Hazardous Materials Compliance Loading containers, improper packaging and/or securing (Not Public) | Driver Fitness Invalid license, medically unfit to operate a CMV |

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What Can You Use DataQs For?

- Did not receive a copy of lost the inspection report
- Violation was listed incorrectly
- Inspection missing from your report
- Crash could not be prevented (Crash Preventability Determination Program)
- Crash is not an FMCSA reportable crash
- Crash report contains incorrect information

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Stats

- 40 Submitted to FMCSA since 2020
 - 3 currently open, all in the "in review" status
 - Submission dates: 08/22/2025, 09/23/2025 and 10/20/2025
 - 29 successful challenges
 - 8 not considered eligible for the program
- | |
|---|
| CMV was struck because another motorist did not stop or slow in traffic. |
| CMV was struck on the side at the rear by a motorist. |
| CMV was struck on the side at the rear by a motorist. |
| CMV was struck because another motorist did not stop or slow in traffic. |
| CMV was struck on the side at the rear by a motorist. |
| CMV was struck because another motorist did not stop or slow in traffic. |
| CMV was struck because another motorist did not stop or slow in traffic. |
| CMV was struck because another motorist failed to stop at a traffic control device. |

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Crash Preventability Determination Program



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How to Request a Review – Start of Process

The screenshot shows the FMCSA DataQs website. The header includes the FMCSA logo, 'Federal Motor Carrier Safety Administration', a 'Logout' link, and a search bar. The main content area is titled 'DataQs' and has a navigation bar with 'Home', 'My DataQs', and 'Help Center'. Under 'My DataQs', there are links for 'Request a data review', 'Submit documents on details pages', 'Monitor existing requests', and 'Check notifications'. The 'Start a New Request' section prompts the user to 'Use the drop-down to select the appropriate category for your request of a data review, click Start Request.' It features a 'Select a Request Category' dropdown menu and a 'Start Request' button. A note below the button says: 'Not sure which category to select? Visit the Request a Data Review page for additional information.'

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Categories

The screenshot shows the 'Request a Data Review (RDR) or a Copy of a Report' page. It has a sub-header 'What is your request about? Choose one.' and four icons representing different request types: 'Crash Inspection, Investigation, or Audit', 'Registration (RCS) and LIR, Operating Authority (OP-A, OP-I)', 'Inspection (RCS) Compliance', and 'Pre-Inspection Compliance (Inspection Review)'. Below these icons, there are radio buttons for 'Crash', 'Inspection', 'Compliance Review', and 'Safety Audit'. A note states: 'You will be able to identify the request for your request in a future step. If you have a Challenge, you can select with a checkbox on an inspection or have someone related to a Regulation or Rule/Order/Policy/Standard, you will be able to search for it on later step as well.' At the bottom, there are 'Continue', 'Back', and 'Cancel' buttons.

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Searching

The screenshot shows the 'Search for your report' page. It has a progress bar at the top with five steps: 'Request a Data Review', 'Search for your report', 'Choose reason for your request', 'Complete request details', and 'Review your request before submitting to FMCSA'. The 'Search for your report' step is currently active. It prompts the user to 'Select the State where your crash, inspection, review or audit occurred.' There is a 'State (Required)' dropdown menu and a 'Filter Search by Report Type' dropdown menu. Below these, there are input fields for 'USDOTs', 'Report Number', 'Report Date (within 1 day)', and 'Vehicle Plate (State and Plate)'. A 'Search' button is at the bottom left. A 'Search Tip' box on the right says: 'Keep your initial search simple. Start with State, report type, and USDOT or report number. If your search returns too many results, try providing more information such as the date.'

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Searching

Search for your report
Select the State where your crash, inspection, violation or accident occurred

State (Required): Filter Search by Report Type:

Provide at least ONE of the following:

USDOT#: Report Number: Report Date (within 1 day): Vehicle Plate State and Plate#:

Search

Violations Report Date: Report Number: Plate State: Plate Number:

Crash Report Report Date: Report Number: Plate State: Plate Number:

Search Tips

- Keep your initial search simple. Start with State, report type, and USDOT or report number.
- If your search returns too many results, try providing more information such as the date.

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Reasons for Inspection Request

Did not receive a copy or lost the inspection

Citation associated with violation on an inspection

Violation is incorrect, listed multiple times, or missing information. Equipment number (if applicable) is incorrect

Company and/or USDOT Number is listed incorrectly on the inspection report

Driver name and/or license number is listed incorrectly on the inspection report

Inspection relating from my report

Duplicate same inspection listed multiple times

Inspection report contains incorrect information or other

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Reasons for Crash Request

Company and/or USDOT Number is listed incorrectly on the crash report

Driver name is listed incorrectly on the crash report

Crash is not an NHTC reportable crash

Crash could not be processed

Duplicate same crash listed multiple times

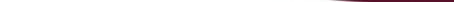
Crash record relating from another or driver report

Crash report contains incorrect information, for example, an incorrect location

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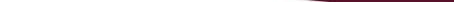
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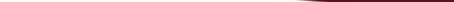
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Submission

- We submitted the Police Accident Report and the camera footage (in-cab and road facing) from this accident showing it was not our fault.
- Typically, around 90 days to hear back for a determination, but it could be shorter or longer

This was submitted 10/20/2025

| Documents List | | | |
|--|---------------------|---------------------|----------|
| Police Accident Report (PAC) Documents | | | |
| File Name | Received Date | Date Submitted | Size |
| Police Accident Report (PAC) | 10/20/2025 10:12 AM | 10/20/2025 10:12 AM | 5,124 KB |
| Supporting Documents | | | |
| File Name | Received Date | Date Submitted | Size |
| Police Accident Report | 10/20/2025 10:12 AM | 10/20/2025 10:12 AM | 4,124 KB |

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Successful Crash Determination

- Crash Scenario selected: CMV was struck while legally stopped at a traffic control device or parked, including while the vehicle was unattended
- Our driver was stopped at a red light when OV1 ran the red light and crashed into OV2. OV2 then crashed into our vehicle.
- Submitted 08/14/2025 and received determination 08/20/2025 (our fastest turn around time to date!)

Explanation of Request for Data Review

Explain the details of the crash:

HC Transport driver (Unit 2, Matthew Decker, was stopped at a red light when Unit 1 ran the red light and crashed into Unit 2. Unit 2 subsequently crashed into HC Transport, Unit 3. Please mark this crash as not preventable for HC Transport.

Police Accident Report: [Matthew Decker Police Report.pdf](#)

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Successful Crash Determination

- Crash Scenario selected: CMV was struck in the rear by a motorist
- Our driver was entering a roundabout and had to brake. OV (behind our driver) was unable to stop and rear-ended us.
- Submitted 06/18/2025 and received determination 09/26/2025

Explanation of Request for Data Review

Explain the details of the crash:

HC Transport driver was traveling through a roundabout when another truck entered from north and caused him to brake. OV, who was traveling behind HC Transport, was unable to stop and rear-ended HC Transport. Please mark as not preventable for HC Transport.

Police Accident Report: [William Warrick Police Report.pdf](#)

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Successful DataQs Challenge

- Driver was pulled over in PA and received a roadside inspection. The officer stated he was not wearing his seat belt
- We have in-cab cameras and were able to submit video evidence of our driver wearing his seat belt while driving
- This was reviewed and the seat belt violation was removed
- Submitted 07/22/2025 and received Data Correction 08/15/2025

| VIOLATIONS | | | | |
|--|------------|----------------|----------|----------------|
| Report Code | Unit No | Out Of Service | Citation | Crash Related? |
| 392.16-D | D - DRIVER | NO | | No |
| Description: DRIVER - FAILED TO USE SEAT BELT WHILE OPERATING A CMV. SHOULDER BELT WAS BEHIND THE DRIVERS BACK | | | | |

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Correspondence

- Response received from the officer. They also sent a new copy of the inspection report with the violation removed.

Response List

| | |
|---|--|
| Response Date: 08/15/2025 07:20 PM | Status Changed to: Closed - Data Correction Made |
| Entered By: [REDACTED] | Status Prior to Response: Open - In Review |
| Phone: [REDACTED] | Agency Name: PA SP |
| Response To: 392.16-D | |
| Supporting Documents: 3925 DRIVER REPORT FMCL22128336.pdf | |
| Response Description: After reviewing this Data Challenge and all associated documents, including inspection report FMCL22128336, the violation of 392.16 was removed. After a review of the provided video, the driver was wearing a seatbelt. For this reason the violation has been removed. | |

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Successful DataQs Challenge

- Driver received a CDL violation and a citation to go along with it
- Attorney was hired and went to court, and we were able to have the violation downgraded to an overweight
- We submitted the final judgement from the court ruling and they removed the violation
- Submitted 11/15/2023 and received data correction 11/17/2023

| VIOLATIONS | | | | | | |
|------------|------|------|-----|------------|--------------|---|
| Section | Type | Unit | OOS | Citation # | Verify Crash | Violations Discovered |
| 393.23A2 | F | D | Y | X4262895 | N | N Operating a CMV without a CDL. Operating a CMV without a CDL on 8/11/2023 |

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Correspondence

- Reviewed and removed the violation from the inspection report

Response List

| | |
|---|---|
| Response Date: 11/17/2023 03:08 PM | Status Changed to: Closed - Data Correction Made |
| Entered By: [REDACTED] | Status Prior to Response: Open - In Review |
| Phone: [REDACTED] | Agency Name: MI SP |
| Response To: 383.23A2 | |

Response Description: Your request has been reviewed and it was determined the violation(s) associated with the inspection was closed in error and was removed from the inspection report. The correction was made in our State's database and will be uploaded to FMCSA data systems. FMCSA's SMS results and the PSP reports are updated on a monthly basis; these results are posted to the SMS and PSP websites approximately 2 weeks after the original date. For more details, visit the SMS Information Center at <https://sa.fmcsa.dot.gov/SMS/HelpCenter/index.aspx#tag38887>.

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Assigned to Wrong Carrier

- A roadside inspection was posted to our FMCSA portal with an unknown driver/truck plate/VIN
- We verified in our system that this was not our driver or vehicle
- Submitted 06/13/2025 and received data correction 06/17/2025

Explanation of Request for Data Review

Where did you view the data you want reviewed?: Portal

What information should be reviewed and why?:
The Company on this report is not HC Transport. We do not have any driver by the name of [REDACTED] nor do we have a truck with the plate [REDACTED] or VIN [REDACTED]. Please remove this violation on 06/13/2025 from HC Transport.

Supporting Documents: [Inspection Detail View Portal.pdf](#)

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Correspondence

- Officer responded and made the correction and stated the trooper made a "fat finger" when entering in data

Response List

| | |
|---|---|
| Response Date: 06/17/2025 09:42 AM | Status Changed to: Closed - Data Correction Made |
| Entered By: [REDACTED] | Status Prior to Response: Open - In Review |
| Phone: [REDACTED] | Agency Name: IA SP |

Response Description: Thank you for bringing this to our attention. The inspection will be re-assigned to the proper carrier. The trooper made a fat finger when doing the data entry.

Your request has been reviewed and it was determined the inspection report contains the wrong carrier information and will be updated. The correction was made in our State's database and will be uploaded to FMCSA data systems. FMCSA's SMS results and the PSP reports are updated on a monthly basis; these results are posted to the SMS and PSP websites approximately 2 weeks after the original date. For more details, visit the SMS Information Center at <https://sa.fmcsa.dot.gov/SMS/HelpCenter/index.aspx#tag38887>.

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Unsuccessful DataQs

- We received a notification for a DOT recordable accident on the FMCSA portal that we were not aware of. After investigating, we found that the drivers rear brakes caught fire and he pulled over on the side of the road and was eventually towed
- Submitted as "Crash is not an FMCSA-reportable crash"

Response List

| | |
|--|---|
| Response Date: 10/20/2025 10:11 AM | Status Changed to: Closed - No Data Connection Made |
| Entered By: [REDACTED] | Status Prior to Response: Open - In Review |
| Phone: [REDACTED] | Agency Number: 301107 |
| Requesting Document: 107001_107001_Crash_Report.pdf | |
| Response Description: The Model Minimum Uniform Crash Criteria is the guideline FMCSA uses for reporting crashes. A vehicle fire where the vehicle is towed from the scene is considered a reportable crash. | |

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Safety Improvements

- Able to reduce our DOT recordable crash rating with the Not Preventable accidents that were challenged and accepted
- Removed violations that were not HC Transports – which makes our data more accurate

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Best Practices

- Log in to the FMCSA portal daily – this works well for HCI since we are a large fleet
- Submit as much evidence as you can that is relevant (Police Accident Report, Video Footage, Pictures)
- Avoid opinions when submitting your request. Facts only
- Select the correct category. If your event doesn't fit the scenario chosen, FMCSA will deny your request
- Check on your request regularly. They can ask for additional information, and you only have 14 days to respond, or they can close the request

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Questions and Answers



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More Questions?



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2025 Educational Webcast Series



THANK YOU!

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