Oregon Department of Transportation

2025

North American Standard Out-Of-Service Criteria

Roadside Inspector Resources - https://www.oregon.gov/odot/MCT/Pages/Roadside-Inspector-Resources.aspx

Safety Notices, CVSA Policies, and CVSA Bulletins - https://www.oregon.gov/odot/MCT/Pages/Safety-Notices-and-CVSA-Bulletins.aspx

Hazmat Inspector Resources - https://www.oregon.gov/odot/MCT/Pages/Safety-Notices-and-CVSA-Bulletins.aspx

Oregon Truck Inspector Training - https://www.oregon.gov/odot/MCT/Pages/Oregon-Truck-Inspector-Training.aspx

This document replaces and supersedes all previous North American Standard Out-Of-Service Criteria - April 1, 2025

From: Abe Dunivin

To: Truck Inspectors

Subject: North American Standard Out-of-Service Criteria, April 1, 2025

Below are the major revisions to the 2025 Out-of-Service Criteria. All revisions in the Criteria are noted with an asterisk (*). The Out-of-Service Criteria should be consulted during every truck inspection in which violations are found.

PART I – DRIVER

1. Action: Item 3. COMMERCIAL DRIVER'S LICENSE, b. Commercial Learner's Permit (1) to clarify that an accompanying driver of a driver with a commercial learner's permit (CLP) cannot be unauthorized to drive for any reason.

   Rationale: This amendment gives clarification, that if the driver has a CLP and the person accompanying them does not have a valid CDL or is unauthorized (including being prohibited in the drug and alcohol clearinghouse) to operate a CMV requiring a CDL to declare the driver OOS.

2. Action: Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate to delete (4) for property-carrying vehicles and amend (3) to include passenger-carrying and property-carrying vehicles in the same out-of-service (OOS) condition.

   Rationale: The wording in the OOSC was inconsistent with the Part I Policy Statement that requires a condition be an imminent hazard to be declared out of service. Not having a medical certificate is an imminent hazard on the first offense for a driver regardless of what type of vehicle is being driven.

PART II – VEHICLE

3. Action: Item 1. BRAKE SYSTEMS, a. Defective Brakes, (7) Hydraulic and Electric Brakes, (h) and Item 9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS) to add an OOS condition for inoperative brakes due to an unplugged electrical cable.

   Rationale: If a vehicle is stopped and is pulling a trailer and the electrical line is not connected, causing electric brakes or lights not to not work, write only one violation per system and place the vehicle OOS. Once the electrical line is connected, continue the inspection and write any additional violations discovered. Be sure to always refer to CVSA Policy 14 when writing violations.

4. Action: Item 1. BRAKE SYSTEMS, h. Air Brake Hose/Tubing to add an OOS condition for inoperative brakes due to a disconnected service gladhand.

Rationale: If the Semi Truck and trailer are stopped for inspection and the glad hands are disconnected. Do not write up each brake as inoperative. Instead write one violation and place the vehicle OOS. Once the hose or hoses are connected, continue the inspection and write any additional violations discovered. Be sure to always refer to CVSA Policy 14 when writing violations.

5. Action: Item 1. BRAKE SYSTEMS, h. Air Brake Hose/Tubing, (5) to remove hoses and tubing that are crimped in such a manner as to restrict air flow.

   Rationale: It is almost impossible during a roadside inspection to determine when an airline should be placed out of service for a restriction in air flow. The brake industry discussed that a crimped airline affects the brake release more than brake application. If the brake is not applying or releasing at all, there would be other violations that may be detected that would potentially place the vehicle out of service. The kinked/crimped airline is still a violation that must be repaired before the next redispatch. Due to the subjectivity of the current language, it was removed from the OOSC.

6. Action: Item 1. BRAKE SYSTEMS, l. Tractor Protection System to require both the primary and secondary system be below 20 psi rather than either system.

   Rationale: This amendment was the result of a discussion with brake manufacturers who indicated that with a dual-circuit brake system, one system may remain above 20 psi and the other may fall below 20 psi; however, this should not be considered out of service as it used to be with single-circuit brake systems.

7. Action: Amend the North American Standard OOSC, Part II, Item 2. CARGO SECUREMENT, a. General Securement to add clarifying language for the violation of 392.9(a)(2).

   Rationale: There is confusion as to whether the OOS condition for items such as dunnage should apply to the driver or vehicle based on where the violation code is located in the regulation. The guidance in the OOSC is intended to indicate that loose dunnage, vehicle components, etc., is a vehicle OOS condition even though it is a driver violation in the regulation. The information was added in the reference section for clarity.

8. Action: Item 9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS), b. to add a section specific to projecting load lamps.

   Rationale: This change is necessary due to the update for lamps that are required to be on during certain times of the day. When the update was made to the title, it was intended to clarify when drivers have lights turned off on the power unit. Projecting loads are a separate issue and should be dealt with separately. Also, overhanging load lamps can operate in a variety of ways and are not necessarily switched “on/off,” similar to headlamps and tail lamps.

9. Action: Item 11. SUSPENSIONS, a. Axle Parts/Members (1) to add clarity regarding u-bolt bottom plates.

   Rationale: This amendment was to clarify that a u-bolt bottom plate is part of the u-bolt assembly and should be out of service if cracked or broken.

10. Action: Item 11. SUSPENSIONS, d. Suspension Connecting Rod and Tracking Component Assembly (2) to add a clarifying note and update the diagram.

    Rationale: A note was added to provide clarity to the diagram and arrows were added to distinguish between the bolts and the bushings in spring hangers.

11. Action: Item 12. TIRES, a. Any Tire on Any Front Steering Axle(S) of a Power Unit, (8) and b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit (4) to add a note to both sections regarding rubber mud flaps.

    Rationale: The note clarifies that if only the rubber of a mudflap is contacting a tire, this should not be an OOS condition.

12. Action: Item 12. TIRES, b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit (1) and (3).

    Rationale: 12.b.(1) was modified to indicate that a tire without an automatic tire inflation system (ATIS) is out of service when it has a noticeable leak in the tread area. 12.b.(2) was left the same addressing a tire that is equipped with an ATIS that has a leak in the tread area. 12.b.(3) was added to address leaks in the tire sidewall regardless of whether the tire is equipped with an ATIS or not.

13. Action: Action: 12. TIRES, b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit, (6)-(7), (8)-(9) to remove the different OOS condition for radial and bias tires and combine them into one section.

    Rationale: The tire section identified separate OOS conditions for bias and radial tires even though the condition was the same for both types. This sometimes causes confusion as it appeared they had different conditions due to the different sections and slightly different wording even though the result was the same. The sections were combined and the references to bias and radial were removed.

PART II – Hazmat

No changes made.

PART IV – Administrative

No changes made.

POLICY 15

Part I - Drivers Record of Duty Status – U.S.

1. ***4 Driver Medical/Physical Requirements**

Regulatory Guidance

b.(1) When should a violation for failing to possess proof of a medical certificate be documented as an out of service violation?

Answer: A violation for failing to possess proof of a valid medical certificate when required should be recorded as an out of service violation if a driver cannot provide proof of a valid medical certificate before the completion of the inspection.

Note: The driver can provide proof through an electronic form including a photo in a text message.

2. ***9 Driver's Record of Duty Status**

Regulatory Guidance

b.(2) In the U.S., is an ELD that allows users to operate in manual mode to record their record of duty status (RODS) considered a substitute for the requirement to carry an eight-day supply of blank paper or electronic RODS as required in 395.22(h)(4)?

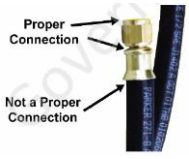
Answer: Yes, provided the driver can demonstrate the ELD has manual mode capability.

Part 2 – Vehicle

3. ***1 Brake Systems**

a.(1) When an air leak is found at a fitting, when should it be placed OOS?

Answer: An air hose with a leak at the hose side of a fitting is not considered a proper connection; therefore, it should be placed OOS. Reference the new pictures.



4. ***2 Cargo Securement**

   b.(15) Does a properly closed curtain-sided trailer satisfy the cargo securement requirements under general provision or do the articles of cargo require tiedowns for length, weight, or commodity-specific requirements?

   Answer: A curtain-sided trailer does not provide securement. The cargo needs to be secured as per 393.100 through 393.136.

5. **Oil, Grease or Power Steering System Leaks**

   b.(4) At what point should an oil, grease or power steering system leak (other than a hub or inner wheels seal) be recorded?

   Answer: A leak should not be recorded until the seepage or leak is great enough to form drops and drip during an inspection.

NORTH AMERICAN STANDARD
OUT-OF-SERVICE CRITERIA

*April 1, 2025

COMMERCIAL VEHICLE SAFETY ALLIANCE

THIS DOCUMENT REPLACES AND SUPERSEDES ALL PREVIOUS OUT-OF-SERVICE CRITERIA

Improving Commercial Motor Vehicle Safety and Enforcement

Commercial Vehicle Safety Alliance
99 M Street, SE, Suite 1025
Washington, DC 20003
Phone: 202-998-1002 · www.cvsa.org

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PART I – DRIVER

10. DRIVER'S RECORD OF DUTY STATUS – CANADA

11. DRIVER'S RECORD OF DUTY STATUS – MEXICO

PART II – VEHICLE

***APPENDIX**

GLOSSARY OF ABBREVIATIONS

ABS – Antilock Brake System
AOBRD – Automatic On-Board Recording Device
AWLL – Aggregate Working Load Limit
CDL – Commercial Driver's License
CFR – Code of Federal Regulations
CLP – Commercial Learner's Permit
CNG – Compressed Natural Gas
CoF – Coefficient of Friction
DOE – Department of Energy
DOT – Department of Transportation
ELD – Electronic Logging Device
ERAP – Emergency Response Assistance Plan
FMCSA – Federal Motor Carrier Administration
FMCSRs – Federal Motor Carrier Safety Regulations
FMVSS – Federal Motor Vehicle Safety Standards
FRP – Fiberglass Reinforced Plywood
GPS – Global Positioning System
GVW – Gross Vehicle Weight
GVWR – Gross Vehicle Weight Rating
HM/DG – Hazardous Materials/Dangerous Goods
HOS – Hours of Service
HRCQ – Highway Route Controlled Quantities
kPa – Kilo Pascal
LFC – Licencia Federal de Conductor
LNG – Liquified Natural Gas
LPG – Liquified Petroleum Gas
MBS – Manufacturer's Minimum Breaking Strength
MBF – Manufacturer's Minimum Breaking Force
mSv – Millisieverts
mrem – Millirem
NM – No Measurement
NOM – Norma Oficial Mexicana (Official Mexican Standard)
NSC – National Safety Code
Nlets – International Justice and Public Safety Network
OOS – Out-of-Service
OOSC – Out-of-Service Criteria
PBBT – Performance-Based Brake Tester
PPM – Parts Per Million
PSI – Pounds Per Square Inch
RODS – Record of Duty Status
SPE – Skill Performance Evaluation
TDG – Transportation of Dangerous Goods
WLL – Working Load Limit

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Part I

NORTH AMERICAN STANDARD DRIVER
OUT-OF-SERVICE CRITERIA

POLICY STATEMENT

The purpose of this part is to identify violations that render the commercial motor vehicle operator unqualified to drive or out of service. The necessity for all enforcement personnel to implement and adhere to these standards is: (1) a matter of law; (2) perceived as necessary by the society we are charged with protecting; and (3) a professional obligation if substantial enhancement in the safety of commercial motor vehicle operators is to be achieved.

Except where state, provincial, territorial or federal laws preclude enforcement of a named item, motor carrier safety enforcement personnel and their jurisdictions shall comply with these out-of-service violation standards.

OUT OF SERVICE: Authorized personnel shall declare out of service any driver who presents an imminent hazard precluding safe operation of a commercial motor vehicle. The out-of-service duration may be for a specified period of time outlined in this part or until a required condition is met.

NOTE: The whole of this part does not apply to a co-driver.

"Imminent hazard" means the existence of any condition of a driver that substantially increases the likelihood of serious injury if not discontinued immediately.

1. DRIVER'S AGE

Is not at least 21 years of age. (391.11(b)(1), see exemptions 390.3(f) and 391.2) **Declare driver out of service.**

Inspection Bulletin 2019-04 – Federal Motor Carrier Safety Administration Under-21 Military CDL Pilot Program

Inspection Bulletin 2022-03 The Federal Motor Carrier Safety Administration's Safe Driver Apprenticeship Pilot Program

***2. OPERATOR'S/CHAUFFEUR'S LICENSE OR PERMIT (NON-CDL)**

a. Vehicle 26,000 lbs. (11,793 kg) or less GVWR not designed to transport 16 or more passengers or placarded loads of hazardous materials, or vehicles that, regardless of GVWR, do not require a CDL (e.g., exempt farm vehicles or fire apparatuses, etc.)

(1) Is not licensed for the type of vehicle being operated. (391.11(b)(5)) **Declare driver out of service.** *(Out-of-service action to be initiated only upon home jurisdiction license verification.)*

(2) Operating a non-CDL required commercial motor vehicle with driving privileges revoked, suspended, canceled or otherwise disqualified. (391.15(a)) **Declare driver out of service.** *(Out-of-service action to be initiated if a driver's license is suspended in a jurisdiction for any safety-related or unknown reason.)*

NOTE: In U.S. jurisdictions, home state verification can be satisfied through Nlets or CDLIS.

*b. Endorsements and Restrictions

Operating a commercial motor vehicle without proper endorsement or in violation of restrictions. (391.11(b)(5)) **Declare driver out of service.**

***NOTE:** A Canadian driver/operator transporting dangerous goods requires a valid Canadian TDG training certificate. **Declare driver out of service** if a certificate is expired, not produced or missing any of the following information:

- the name of the employer
- employee's name
- date of expiration
- aspects of handling or transporting HM/DG (if individual classes of HM/DG are listed, it must include the class of HM/DG the driver is transporting)
- signature of the employer
- signature of the employee

NOTE: A Mexican LFC Class E requires a double and/or HM endorsement(s). **Declare driver out of service** if not in possession.

*3. COMMERCIAL DRIVER'S LICENSE

a. License

(1) Does not possess a valid CDL issued by his/her state or jurisdiction of domicile. (383.23(a)(2)) **Declare driver out of service.** *(Out-of-service action to be initiated only upon home jurisdiction license verification.)*

(2) Operating a CDL-required commercial motor vehicle with driving privileges revoked, suspended, canceled or otherwise disqualified. (383.51(a)) **Declare driver out of service.** *(Out-of-service action to be initiated if a driver's license is suspended in a jurisdiction for any safety-related or unknown reason.)*

NOTE: Canadian operators not possessing a valid provincial or territorial license of the correct class. **Declare driver out of service.**

NOTE: Mexican operators who do not possess a valid LFC. (Can be recognized by the words "Licencia Federal Conductor" near the top of the card or digital format. Mexican state driver's licenses are not valid for operating a commercial motor vehicle that requires a CDL in the U.S. and Canada.) **Declare driver out of service.**

NOTE: In U.S. jurisdictions, home state verification can be satisfied through Nlets or CDLIS.

Inspection Bulletin 2020-04 – Commercial Driver's License Queries Should Be Conducted Through CDLIS

Inspection Bulletin 2021-04 – Mexican Federal Licenses

*b. Commercial Learner's Permit

*(1) Is not accompanied by the holder of a valid CDL that is authorized to operate the CMV for that trip. (383.25(a)(1)) **Declare driver out of service.**

(2) Does not hold a valid automobile driver's license or have a valid operator's status allowed by licensing jurisdiction. (383.25(a)(2)) **Declare driver out of service.**

(3) Operating a commercial motor vehicle transporting HM as defined in 383.5. (383.25(a)(6)) **Declare driver out of service.**

(4) Operating a commercial motor vehicle transporting passengers requiring the passenger (P) or school bus (S) endorsement(s). (383.25(a)(5)(i) or 383.25(a)(5)(ii) for school buses) **Declare driver out of service.**

*c. Endorsements and Restrictions

Operating a commercial motor vehicle without proper endorsements or in violation of restrictions. (383.23(a)(2)) **Declare driver out of service.**

***NOTE:** A Canadian driver/operator transporting dangerous goods requires a valid Canadian TDG training certificate. **Declare driver out of service** if a certificate is expired, not produced or missing any of the following information:

- the name of the employer
- employee's name
- date of expiration
- aspects of handling or transporting HM/DG (if individual classes of HM/DG are listed, it must include the class of HM/DG the driver is transporting)
- signature of the employer
- signature of the employee

NOTE: A Mexican LFC Class E requires a double and/or HM endorsement(s). **Declare driver out of service** if not in possession.

NOTE: A U.S. driver's HM endorsement requires a TSA screening/HM determination to be completed every five years. **Declare driver out of service** if Nlets or CDLIS shows the TSA screening/HM determination is expired and the driver is transporting HM in a quantity that requires a HM endorsement.

d. Classification

Does not possess proper class of license for vehicle being operated. (383.91(a)) **Declare driver out of service.**

*4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS

a. Skill Performance Evaluation Certificate

No SPE certificate in possession, when required or when operating a commercial motor vehicle without complying with the requirements indicated on the SPE certificate. (391.49(j)) **Declare driver out of service.**

*b. Medical Certificate

(1) Operating a commercial motor vehicle without corrective lenses or hearing aid as indicated on the driver's medical certificate. (391.11(b)(4)) **Declare driver out of service.**

(2) When an inspector has knowledge and/or evidence that a driver is or is not in possession of a valid medical certificate, and is not in possession of any and all required exemptions for the following conditions: vision, hearing, insulin-using diabetes, epilepsy or any other condition likely to cause loss of consciousness or any loss of ability to control a commercial motor vehicle. (391.41(a)(1)) **Declare driver out of service.**

*(3) Operating a passenger-carrying or property-carrying vehicle without a valid medical certificate in possession or on file with the state driver's licensing agency when medical certification is required. (391.41(a)(1)) **Declare driver out of service.**

NOTE: A driver with a valid CDL response that does not contain any medical certification from the state driver's licensing agency should be considered to have their medical certificate on file.

Operational Policy 15 – Part I, Regulatory Guidance 4.b.(1) – Possession of Medical Certificate

Inspection Bulletin 2015-04 – Enforcement of Medical Examiner's Certificate Integration with the Commercial Driver's License

*(4) Operating a commercial motor vehicle with a fraudulent medical certificate. (390.35) **Declare driver out of service.**

*(5) Operating a CDL-required passenger-carrying or property-carrying vehicle that is non-excepted and the driver has self-certified as excepted interstate or excepted intrastate, and as excepted would not be required by the state driver's licensing agency to submit their medical certification, without a valid medical certificate in possession or on file with the state driver's licensing agency. (391.11(b)(4)) **Declare driver out of service.**

NOTE: A Canadian driver operating a commercial motor vehicle in the U.S. presenting a Class 5 license from any jurisdiction, a Class G from Ontario, Class 3 from Alberta or Class 3 from New Brunswick shall also possess other evidence of compliance with medical requirements (e.g., certificate, endorsement, etc.).

NOTE: Mexican operators possessing a valid LFC of the proper class includes a valid medical certificate.

Inspection Bulletin 2016-01 – Canadian Driver's Licenses and Required Proof of Medical Certification

Inspection Bulletin 2017-04 – Medical Certification Information Available in Nlets

5. SICKNESS

When so impaired that the driver should not continue the trip. (392.3) **Declare driver out of service until no longer impaired.**

6. FATIGUE

When a driver operates a commercial motor vehicle while his/her ability or alertness is so impaired, or so likely to become impaired, through fatigue as to make it unsafe for him/her to begin or continue to operate the commercial motor vehicle. (392.3) **Declare driver out of service until no longer fatigued.**

*7. DRUGS AND OTHER SUBSTANCES

a. Shall Not be in Possession

Is in possession. (392.4(a)) **Declare driver out of service for 24 consecutive hours.**

b. Shall Not be Under the Influence

Evidence of a driver's use within the last 24 hours or is under the influence, with probable cause. (392.4(a)) **Declare driver out of service for 24 consecutive hours.**

NOTE: Evidence of a "driver's use" means an inspector's direct observation of a driver's use of a drug or other substance within the last 24 hours, or a driver's admission of using a drug or other substance within the last 24 hours.

*c. Prohibited from Performing Safety-Sensitive Functions

Is recorded as prohibited from performing safety-sensitive functions per 382.501(a) in the Drug and Alcohol Clearinghouse. (392.15) **Declare driver out of service until prohibition is removed from the Drug and Alcohol Clearinghouse.**

NOTE: Not applicable when operating outside the U.S. The table below summarizes the applicability of the prohibition for clarity and ease of reference.

	Is a driver who violated FMCSA's drug and alcohol program prohibited from performing safety-sensitive functions in commercial motor vehicles, **as defined in 49 CFR Part 383 (e.g., > 26,000 lbs. (11,793 kg) GVWR),** before completing the return to duty process in accordance with 382.503?	Is a driver who violated FMCSA's drug and alcohol program prohibited from performing safety-sensitive functions in commercial motor vehicles, **as defined in 49 CFR Part 390 (e.g., > 10,000 lbs. (4,500 kg) GVWR),** before completing the return to duty process in accordance with 382.503?
Current CDL/CLP Holder	**YES**, prohibited in interstate and intrastate commerce	**YES**, prohibited in interstate commerce only
Former CDL Holder	**YES,** prohibited in interstate and intrastate commerce	**NO**

Inspection Bulletin 2020-02 – Roadside Examination of Drug and Alcohol Clearinghouse Status

Inspection Bulletin 2020-04 – Commercial Driver's License Queries Should Be Conducted Through CDLIS

8. INTOXICATING BEVERAGES

a. Under the Influence

Under the influence of intoxicating beverage, consumes an intoxicating beverage regardless of its alcohol content or have any measured alcohol concentration or any detected presence of alcohol while on duty, or operating or in physical control of a commercial motor vehicle. (Consumption - 392.5(a)(1) or Presence/Influence - 392.5(a)(2)) **Declare driver out of service for 24 consecutive hours.**

b. Be on Duty or Operate

Be on duty or operate a commercial motor vehicle while the driver possesses an intoxicating beverage, regardless of its alcohol content. (Possession - 392.5(a)(3)) **Declare driver out of service for 24 consecutive hours.**

c. Out-of-Service Order Violation

Driver violating any roadside out-of-service order regarding intoxicating beverages. (392.5(c)(2)) **Declare driver out of service for 24 consecutive hours.**

NOTE: The driver would not be declared out of service if the driver has taken time off equivalent to the original out-of-service order.

9. DRIVER'S RECORD OF DUTY STATUS – U.S.

a. Property-Carrying Vehicles (395.3)

(1) 11-Hour Rule (See Footnotes 1 and 2)

Driving more than 11 hours following 10 consecutive hours off duty. (395.3(a)(3)(i)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(2) 14-Hour Rule (See Footnotes 1 and 2)

Driving beyond the 14th hour after coming on duty following 10 consecutive hours off duty. (395.3(a)(2)) **Declare driver out of service until such time as eligibility to drive is re-established**.

(3) 60/70-Hour Rule (See Footnotes 1 and 2)

Driving after being on duty more than 60 hours in seven consecutive days or 70 hours in eight consecutive days. (60-Hour Rule - 395.3(b)(1) or 70-Hour Rule - 395.3(b)(2)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(4) No Record of Duty Status (See Footnotes 5, 6 and 8)

No RODS in possession when one is required. (395.8(a)(1)) **Declare driver out of service for 10 consecutive hours.**

(5) No Previous Seven Days (See Footnote 4)

Failing to have in possession a RODS for the previous seven consecutive days. (395.8(k)(2)) **Declare driver out of service for 10 consecutive hours.**

NOTE: Exception (395.13(b)(3)). A driver failing only to have possession of a RODS current on the day of examination and the prior day but has completed RODS up to that time (previous six days) will be given the opportunity to make the duty status record current.

(6) False Record of Duty Status – Qualifying Rest Break (See Footnote 7)

A required RODS does not accurately reflect the driver's duty statuses from the driver's last qualifying rest break (10 hours, sleeper-berth provision) and the inaccuracy disguises the driver being over either the 11- or 14-hour rule at the time of inspection. (395.8(e)(1)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(7) False Record of Duty Status – Seven/Eight Consecutive Day Period (See Footnote 7)

A required RODS does not accurately reflect the driver's on-duty time in the current seven/eight consecutive day period (60/70-hour rule) and the inaccuracy disguises the driver being over the applicable 60/70-hour rule at the time of inspection. (395.8(e)(1)) **Declare driver out of service until such time as eligibility to drive is re-established.**

b. Passenger-Carrying Vehicles (395.5)

(1) 10-Hour Rule (See Footnotes 1 and 2)

Driving more than 10 hours following eight consecutive hours off duty. (395.5(a)(1)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(2) 15-Hour Rule (See Footnotes 1 and 2)

Driving for any period after having been on duty 15 hours following eight consecutive hours off duty. (395.5(a)(2)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(3) 60/70-Hour Rule (See Footnotes 1 and 2)

Driving after being on duty more than 60 hours in seven consecutive days or 70 hours in eight consecutive days. (60-Hour Rule - 395.5(b)(1) or 70-Hour Rule - 395.5(b)(2)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(4) No Record of Duty Status (See Footnotes 5, 6 and 8)

No RODS in possession when one is required. (395.8(a)(1)) **Declare driver out of service for eight consecutive hours.**

(5) No Previous Seven Days (See Footnote 4)

Failing to have in possession a RODS for the previous seven consecutive days. (395.8(k)(2)) **Declare driver out of service for eight consecutive hours.**

NOTE: Exception (395.13(b)(3)). A driver failing only to have possession of a RODS current on the day of examination and the prior day but has completed RODS up to that time (previous six days) will be given the opportunity to make the RODS current.

(6) False Record of Duty Status – Qualifying Rest Break (See Footnote 7)

A required RODS does not accurately reflect the driver's duty statuses from the driver's last qualifying rest break (eight hours, sleeper-berth provision) and the inaccuracy disguises the driver being over either the 10- or 15-hour rule at the time of inspection. (395.8(e)(1)) **Declare driver out of service until such time as eligibility to drive is re-established.**

(7) False Record of Duty Status – Seven/Eight Consecutive Day Period (See Footnote 7)

A required RODS does not accurately reflect the driver's on-duty time in the current seven/eight consecutive day period (60/70-hour rule) and the inaccuracy disguises the driver being over the applicable 60/70-hour rule at the time of inspection. (395.8(e)(1)) **Declare driver out of service until such time as eligibility to drive is re-established.**

c. Hours of Service Out-of-Service Order (See Footnote 3)

Driver violating any roadside out-of-service order regarding hours of service. (395.13(d)(1)) **Declare driver out of service for 10 consecutive hours.**

Footnotes for driver's RODS – U.S.

1. Drivers must comply with the hours-of-service rules of the country (Canada, United States or Mexico) in which the driver is operating (driving).

2. Drivers operating in the state of Alaska (395.1(h)).

a. Property-Carrying Commercial Motor Vehicle - 15 hours driving time and 20 hours on-duty time following 10 hours off duty. 70 hours in seven consecutive days and 80 hours in eight consecutive days.
b. Passenger-Carrying Commercial Motor Vehicle - 15 hours driving time and 20 hours on-duty time following eight hours off duty. 70 hours in seven consecutive days and 80 hours in eight consecutive days.

3. The driver would not be declared out of service if the driver has taken time off equivalent to the original out-of-service order.

4. A driver permitted to use a computer, tablet, or smartphone (including an ELD in malfunction) as a RODS that cannot print and sign or electronically sign the RODS shall not be declared out of service, providing the RODS can be displayed.

Inspection Bulletin 2012-05 – Automatic On-Board Recording Devices

5. If a driver/carrier is using an ELD that is not authorized by FMCSA per 395.22(a), the driver/carrier is considered to have no RODS.

6. If a driver is unable to produce and transfer the data electronically from an ELD to an authorized safety official per 395.24(d) or produce the output via display, print out as required, or paper RODS as required during a malfunction, the driver is considered to have no RODS. If a driver is unable to produce hours-of-service data from an AOBRD to an authorized safety official as required by 395.15(b), the driver is considered to have no RODS.

7. If a driver indicates use of a special driving category as defined by 395.28(a) when not involved in that activity, the driver's RODS is considered to be false.

8. If a driver is required to have an ELD and the vehicle is not equipped with an ELD, the driver is considered to have no RODS.

Inspection Bulletin 2017-05 – U.S. Electronic Logging Devices

Operational Policy 15 – Part I, Regulatory Guidance 9.b.(1) – Determining engine model year

FOOTNOTES 5-8 NOTE: Property-carrying commercial motor vehicle drivers are declared out of service for 10 hours and passenger-carrying commercial motor vehicle drivers for eight hours. Violations are recorded on a roadside inspection report and the driver may be cited for failing to have a required electronic RODS.

After eight hours (passenger-carrying drivers) or 10 hours (property-carrying drivers) out of service, the driver may continue to the final destination provided the driver has accurately documented his/her hours-of-service requirements using a paper RODS and has a copy of the inspection report and/or citation (the driver can pick up additional cargo if it is on the way to the final destination).

If the driver is stopped again before reaching the final destination, the driver must provide the safety official with a copy of the inspection report and evidence (e. g., bill of lading) to prove that he/she is still on the continuation of the original trip. The driver will be allowed to continue to the destination.

After reaching the final destination, if the driver is re-dispatched without obtaining a compliant ELD, he/she will again be subject to the OOS process outlined above, unless the driver is traveling back to the principal place of business or terminal empty (this includes pulling an empty trailer) to obtain an ELD.

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10. DRIVER'S RECORD OF DUTY STATUS – CANADA

a. Driver Impairment

Driver's faculties are impaired to the point where it is unsafe for the driver to drive, or driving would likely jeopardize safety. **Declare driver out of service for 10 consecutive hours.**

b. 13-Hour Rule (See Footnotes 1, 2 and 3)

(1) Driving more than 13 hours following eight consecutive hours off duty. **Declare driver out of service for eight consecutive hours.**

(2) Driving more than 13 hours in a day. **Declare driver out of service for 10 consecutive hours.**

c. 14-Hour Rule (See Footnotes 1, 2 and 3)

(1) Driving for any period after having been on duty 14 hours following eight consecutive hours off duty. **Declare driver out of service for eight consecutive hours.**

(2) Driving for any period after having been on duty 14 hours in a day. **Declare driver out of service for 10 consecutive hours.**

d. 16-Hour Rule (See Footnotes 1, 2 and 3)

Driving after 16 hours of elapsed time between mandatory periods of off-duty time. **Declare driver out of service for eight consecutive hours.**

e. 70/120-Hour Rules (See Footnotes 1, 2, and 3)

Driving after being on duty more than 70 hours in seven consecutive days or 120 hours in 14 consecutive days. **Declare driver out of service until such time as eligibility to drive is re-established.**

f. 10-Hour Off-Duty Rule (See Footnote 1)

Driver fails to take 10 hours off duty in a day. **Declare driver out of service until such time as eligibility to drive is re-established.**

g. 24 Hours Off (See Footnote 1)

Driver fails to take 24 hours off duty in the previous 14 days. **Declare driver out of service for 24 consecutive hours.**

h. No Daily Log/Record of Duty Status (See Footnote 4)

The driver is unable or refuses to produce a daily log/RODS when one is required. **Declare driver out of service for the number of hours required to have the driver provide a compliant daily log/RODS.**

i. No Previous 14 Days

The driver is unable or refuses to produce a daily log/RODS for the previous 14 consecutive days. **Declare driver out of service for the number of hours required to have the driver provide a compliant daily log/RODS.**

NOTE: A driver failing to produce a daily log/RODS current on the day of examination will be given the opportunity to make the daily log/RODS current.

j. False Log/Record of Duty Status – Current Workshift (See Footnote 1)

A required daily log/RODS does not accurately reflect the driver's duty statuses from the driver's last qualifying sleeper berth or eight consecutive hours off duty and the inaccuracy disguises the driver being over either the 13/14/16-hour rule at the time of inspection. **Declare driver out of service for 72 consecutive hours.**

k. False Log/Record of Duty Status – Cycles (See Footnote 1)

A required daily log/RODS does not accurately reflect the driver's on-duty time in the current cycle and the inaccuracy disguises the driver being over the applicable 70/120-hour rule at the time of inspection. **Declare driver out of service for 72 consecutive hours.**

Footnotes for driver's Daily Log/RODS – Canada

1. Sleeper Berth Operations

   a. Drivers involved in sleeper berth operations (sleeper teams) declared out of service for hours-of-service violations may be replaced by a co-driver, if the co-driver has hours available to drive.
   b. A solo driver using a sleeper berth to obtain rest who exceeds the hours-of-service limitations shall be declared out of service until said driver has hours available to drive.

2. Drivers must comply with the hours-of-service rules of the country (Canada, United States or Mexico) in which the driver is operating (driving).

3. Operating north of the 60th parallel.
   a. Following eight consecutive hours off, a driver shall not have more than 15 hours driving time, 18 hours on-duty time and 20 hours of elapsed time.
   b. A driver shall not accumulate more than 80 hours in seven consecutive days or 120 hours in 14 days.

4. A driver in Canada is not declared OOS for failing to have a required ELD unless there is no other form of daily log/RODS produced.

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11. DRIVER'S RECORD OF DUTY STATUS – MEXICO

a. Driver Impairment

Driver's faculties are impaired to the point where it is unsafe for the driver to drive or driving would likely jeopardize safety. (Art. 91, RTCPJF**) **Declare driver out of service for eight consecutive hours.**

b. 14-Hour Rule (See Footnotes 1 and 2)

Driving more than 14 hours in a day. (4.7, NOM-087-SCT-2-2017**) **Declare driver out of service for eight consecutive hours.**

c. Eight-Hour Rest for Property-Carrying Vehicles Only (See Footnotes 1 and 2)

Driver failed to take eight consecutive hours of rest after driving a route that involved the maximum 14 hours of driving time. (4.6, NOM-087-SCT-2-2017**) **Declare driver out of service for eight consecutive hours.**

d. Four-Hour Rest for Passenger-Carrying Vehicles Only (See Footnotes 1 and 2)

Driver failed to take four consecutive hours of rest after driving a non-stop route of five to seven hours. (4.5, NOM-087-SCT-2-2017**) **Declare driver out of service for eight consecutive hours.**

e. 57-Hour Rule (See Footnote 1)

Driving after being on duty more than 57 hours in the previous seven days. (Art. 123, A, I/IV/XI, CPEUM**; Arts. 61/66/69, LFT**) **Declare driver out of service for 24 consecutive hours.**

f. 24 Hours Off (See Footnote 1)

Driver fails to take 24 consecutive hours off duty in the previous seven days. (Art. 123, A, IV, CPEUM**; Art. 69, LFT**) **Declare driver out of service for 24 consecutive hours.**

g. No Logbook/Record of Duty Status

The driver is unable or refuses to produce a logbook/RODS (in paper or electronic form) when one is required. (4.3; 8.5, NOM-087-SCT-2-2017**) **Declare driver out of service for eight consecutive hours.**

h. No Previous Seven Days

Failing to have in possession a logbook/RODS for the previous seven consecutive days. (4.3; 8.5, NOM-087-SCT-2-2017**) **Declare driver out of service for eight hours.**

NOTE: A driver failing only to have possession of a logbook current on the day of examination and/or the prior day but has completed required logbook up to that time will be given the opportunity to make the logbook current.

i. False Logbook/Record of Duty Status – Rest Period

A required logbook/RODS does not accurately reflect the driver's duty statuses from the driver's last rest period (eight hours) that disguises a driver being over the 14-hour rule at the time of inspection. (Art. 83, RTCPJF**) **Declare driver out of service for eight consecutive hours.**

j. False Logbook/Record of Duty Status – 57-Hour Rule

A required logbook/RODS does not accurately reflect the driver's on-duty time in the current cycle (57 hours in seven days) and the inaccuracy disguises the driver being over the 57-hour rule at the time of inspection. (Art. 83, RTCPJF**). **Declare driver out of service for 24 consecutive hours.**

Footnotes for driver's RODS – Mexico

1. Drivers must comply with the hours-of-service rules of the country (Canada, United States or Mexico) in which the driver is operating (driving).

2. Temporary exceptions: Driving time and uninterrupted on-duty time may be extended and daily rest time duration may be reduced in the following situations: 1) When there is documentary evidence of a crash, vehicle breakdown, service disruption or other traffic interruption or 2) When it is necessary for public service in an urgent and exceptional manner. (3.4, NOM-087-SCT-2-2017**)

**RTCPJF: Transit Regulations in Federal Highways and Bridges; NOM-087-SCT-2-2017: Mexican Official Standard Establishing Driving and Rest Times for Federal Commercial Drivers; CPEUM: Political Constitution of the United Mexican States; LFT: Federal Labor Act.

Part II

NORTH AMERICAN STANDARD VEHICLE
OUT-OF-SERVICE CRITERIA

***POLICY STATEMENT**

The purpose of this part is to identify critical vehicle inspection items and provide criteria for declaring vehicles out of service subsequent to a safety inspection.

Except where state, provincial, territorial or federal laws preclude enforcement of a named item, motor carrier safety enforcement personnel and their jurisdictions shall comply with these OOS violation standards.

NOTE: Decal Qualification: Each vehicle (motorcoach, school bus, other bus, truck, truck tractor, semi-trailer, trailer, converter dollies, etc.) used singularly or in combination may qualify for a CVSA decal if it passes inspection, and a CVSA decal shall be applied. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found in the critical vehicle inspection items.

For the purpose of a CVSA decal issuance, if no violation is detected during a North American Standard Level I or Level V Inspection due to a hidden part, other than pushrod stroke measurements, of the listed critical vehicle inspection items, then a CVSA decal shall be applied. However, if more than 20% of the brakes are not inspected, then a CVSA decal shall not be applied. If a brake measurement was not obtained due to a hidden component, then "NM" shall be documented for that wheel-end brake as well as being noted on the inspection report that it was not measured due to a hidden component. Brakes not measured will be considered compliant and still included in the 20% calculation. An inspector can still apply a CVSA decal even though his/her jurisdiction does not allow for the inspection of gaseous fuel systems.

The decal criteria applies only to the condition of the vehicle, not the driver. It is possible for a driver to be out of service and still have vehicle(s) qualify for a decal. If each vehicle, whether used singly or in a combination, passes inspection, any expired CVSA decal shall be removed and a current CVSA decal shall be affixed.

OUT OF SERVICE: Authorized personnel shall declare out of service any commercial motor vehicle that, by reason of its condition or cargo securement, presents an imminent hazard precluding safe operation of the commercial motor vehicle. An out-of-service vehicle sticker shall be applied to the applicable vehicle(s) when a vehicle is out of service as per jurisdictional regulations. No motor carrier shall require to be operated, nor shall any person operate, nor any inspector release the commercial motor vehicle declared out of service until all repairs required by the out-of-service notice have been repaired so that the violation(s) no longer exists.

"Imminent hazard" means the existence of any condition of a vehicle or cargo that substantially increases the likelihood of serious injury if not discontinued immediately.

When a vehicle is declared out of service for a condition resulting from an accumulation of violations, all violations that contributed to the specific OOS condition must be repaired (e. g. , a vehicle, or

vehicles, in combination declared out of service for 20% defective brake violations must have all 20% defective brake violations repaired prior to being released; or, a vehicle declared out of service for two tires at less than 1/32 inch (0.8 mm) tread depth must have both tire violations repaired prior to the vehicle being released, etc.). Once all of the contributing OOS violations have been repaired on any vehicle in a combination, that specific vehicle in the combination is no longer considered to be out of service.

An OOS condition cannot be corrected by creating a new violation (e.g., if a vehicle is declared out of service for three missing wheel fasteners on one wheel, wheel fasteners from other wheels cannot be removed to correct this OOS condition, etc.).

When vehicles in combination are declared out of service for 20% defective brake violations, any vehicle within the combination that does not contain a brake violation that contributed to the 20% defective brake OOS condition is allowed to proceed providing it does not contain any other OOS conditions.

No person shall remove the out-of-service vehicle sticker from any commercial motor vehicle prior to completion of all repairs required by the out-of-service notice.

Violations, other than OOS conditions, detected during the inspection process will not preclude the completion of the current trip or dispatch. However, such violations must be corrected or repaired prior to re-dispatch.

A critical vehicle inspection item violation(s) (out of service or otherwise) noted during a CVSA Level I Inspection that is successfully repaired on-site and re-inspected by the same inspector at the same inspection location will qualify for a CVSA decal as long as all previously noted critical vehicle inspection item violation(s) have been properly repaired. In such instances, only a re-inspection of the repaired violation(s) shall be done with decal(s) being applied to the vehicle(s) and properly noted upon the original inspection.

Any vehicle that is repaired off-site or inspected by a different inspector shall be required to have a complete inspection conducted in order to obtain a CVSA decal.

These criteria are neither suited nor intended to serve as vehicle maintenance or performance standards.

*1. BRAKE SYSTEMS

*a. Defective Brakes

The number of defective brakes is equal to or greater than 20% of the service brakes on the vehicle or combination. A defective brake includes any brake that meets one of the following conditions. (396.3(a)(1))

NOTE: Steering axle brakes under "Front Steering Axle(s) Brakes" are to be included in the 20% criterion.

Defective Brake Chart (below) shall be used in determining when a vehicle/combination is to be declared out of service.

Total Number of Brakes Required to be on a Vehicle Combination*	Total Number of Defective Brakes Necessary to Declare the Vehicle or Combination Out of Service
4	1
6	2
8	2
10	2
12	3
14	3
16	4
18	4
20	4
22	5
**	

***All brakes in use, whether required or not, are included in the total number of brakes (e.g., driveaway/towaway)**

****Vehicle Combination with More Than 22 Brakes – Total Number of Defective Brakes Necessary to Declare the Vehicle Combination Out of Service.**

Determine the number of defective brakes required by using 20% of the total number of brakes on the vehicle or combination (e.g., 24 x 0.2 = 4.8 brakes). Round all fractions up to the next whole number (e.g., 4.8 brakes = 5 required defective brakes).

(1) Absence of effective braking action upon application of the service brakes (such as any brake lining/pad failing to move or contact braking surface upon application). (393.48(a))

Inspection Bulletin 2023-03 — Hill Start Aid/Brake Hold Modes on Power Units

(2) Audible air leak at air chamber. (e.g., ruptured diaphragm, loose chamber clamp, etc.). (396.3(a)(1))

NOTE: Refer to "Air Loss Rate."

(3) Missing brake on any axle required to have brakes. (393.42(a))

(4) Brake adjustment limits. Bring reservoir pressure between 90-100 psi (620-690 kPa), turn engine off and then fully apply the brakes. All brake measurements shall be made in 1/8 inch (3.2 mm) increments.

(a) One brake at 1/4 inch (6.4 mm) or more beyond the adjustment limit. (e.g., Type 30 clamp type air chamber pushrod measured at 2 1/4 inches (57.2 mm) = one defective brake.) (393.47(e))

(b) A brake found at 1/8 inch (3.2 mm) beyond the brake adjustment limit shall be considered 0.5 (1/2) a defective brake for determining the number of defective brakes per the 20% defective brake criterion. (e.g., Type 30 clamp type brake chamber pushrods measure – 2 at 2 1/8 inches (54.0 mm) = one defective brake.) (393.47(e))

NOTE: When the vehicle, or combination of vehicles, is declared out of service for 20% brake violations, all brakes found beyond the brake adjustment limit must be repaired.

NOTE: When calculating/determining the number of defective brakes, round all fractions down to the next whole number (e.g., 4.5 brake violations = 4 defective brakes).

(c) Any wedge brake where the combined brake lining movement of both top and bottom shoes exceeds 1/8 inch (3.2 mm). (393.47(f))

Inspection Bulletin 2014-02 – Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings

COMMERCIAL VEHICLE SAFETY ALLIANCE
NORTH AMERICAN STANDARD OUT-OF-SERVICE CRITERIA
REFERENCE CHARTS

Reference: "Defective Brakes" in Part II of the North American Standard Out-of-Service Criteria
Brake Adjustment: Shall not exceed those specifications contained hereunder relating to "Brake Adjustment Limit."

CLAMP TYPE BRAKE CHAMBER DATA

Type		Outside Diameter	Brake Adjustment Limit	Half Defect Limit	Full Defect Limit
6	A	4 1/2" (114 mm)	1 1/4" (31.8 mm)	1 3/8" (34.9 mm)	1 1/2" (38.1 mm)
9	B	5 1/4" (133 mm)	1 3/8" (34.9 mm)	1 1/2" (38.1 mm)	1 5/8" (41.3 mm)
12	B	5 11/16" (145 mm)	1 3/8" (34.9 mm)	1 1/2" (38.1 mm)	1 5/8" (41.3 mm)
16	D	6 3/8" (162 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
20	D	6 25/32" (172 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
24	D	7 7/32" (184 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
30	E	8 3/32" (206 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
36	F	9" (229 mm)	2 1/2" (63.5 mm)	2 5/8" (66.7 mm)	2 3/4" (69.9 mm)

NOTE: *Service chambers with housings that are permanently crimped and sealed together are considered clamp type chambers even though they do not have a separate clamp band.*
NOTE: *A brake found at the adjustment limit is not a defect for the purposes of the 20% rule.*

LONG STROKE CLAMP TYPE BRAKE CHAMBER DATA

Type		Outside Diameter	Brake Adjustment Limit	Half Defect Limit	Full Defect Limit
12	D	5 11/16" (145 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
16	E	6 3/8" (162 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
20 ***(2 1/2" Rated Stroke)***	E	6 25/32" (172 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
20 ***(3" Rated Stroke)***	F	6 25/32" (172 mm)	2 1/2" (63. 5 mm)	2 5/8" (66.7 mm)	2 3/4" (69.9 mm)
24 ***(2 1/2" Rated Stroke)***	E	7 7/32" (184 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
24 ***(3" Rated Stroke)***	F	7 7/32" (184 mm)	2 1/2" (63.5 mm)	2 5/8" (66.7 mm)	2 3/4" (69.9 mm)
30	F	8 3/32" (206 mm)	2 1/2" (63.5 mm)	2 5/8" (66.7 mm)	2 3/4" (69.9 mm)

NOTE: *Rated stroke is indicated on a tag and is only used to identify chamber size.*
NOTE: *Service chambers with housings that are permanently crimped and sealed together are considered clamp type chambers even though they do not have a separate clamp band.*
NOTE: *A brake found at the adjustment limit is not a defect for the purposes of the 20% rule.*

BOLT TYPE BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit	Half Defect Limit	Full Defect Limit
A	6 15/16" (176 mm)	1 3/8” (34.9 mm)	1 1/2” (38.1 mm)	1 5/8" (41.3 mm)
B	9 3/16" (234 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
C	8 1/16" (205 mm)	1 3/4" (44.5 mm)	1 7/8" (47.6 mm)	2" (50.8 mm)
D	5 1/4" (133 mm)	1 1/4" (31.8 mm)	1 3/8" (34.9 mm)	1 1/2" (38.1 mm)
E	6 3/16" (157 mm)	1 3/8" (34.9 mm)	1 1/2" (38.1 mm)	1 5/8" (41.3 mm)
F	11" (279 mm)	2 1/4" (57.2 mm)	2 3/8" (60.3 mm)	2 1/2" (63.5 mm)
G	9-7/8" (251 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)

NOTE: *A brake found at the adjustment limit is not a defect for the purposes of the 20% rule.*

ROTOCHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit	Half Defect Limit	Full Defect Limit
9	4 9/32" (109 mm)	1 1/2" (38.1 mm)	1 5/8" (41.3 mm)	1 3/4" (44.5 mm)
12	4 13/16" (122 mm)	1 1/2" (38.1 mm)	1 5/8" (41.3 mm)	1 3/4" (44.5 mm)
16	5 13/32" (138 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
20	5 15/16" (151 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
24	6 13/32" (163 mm)	2" (50.8 mm)	2 1/8" (54.0 mm)	2 1/4" (57.2 mm)
30	7 1/16" (180 mm)	2 1/4" (57.2 mm)	2 3/8" (60.3 mm)	2 1/2" (63.5 mm)
36	7 5/8" (194 mm)	2 3/4" (69.9 mm)	2 7/8" (73.0 mm)	3" (76.2 mm)
50	8 7/8" (226 mm)	3" (76.2 mm)	3 1/8" (79.4 mm)	3 1/4" (82.6 mm)

NOTE: *A brake found at the adjustment limit is not a defect for the purposes of the 20% rule.*

DD-3 BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit	Half Defect Limit	Full Defect Limit
30	8 1/8" (206 mm)	2 1/4" (57.2 mm)	2 3/8" (60.3 mm)	2 1/2" (63.5 mm)

NOTE: *This chamber has three air lines and is found on motorcoaches.*
NOTE: *A brake found at the adjustment limit is not a defect for the purposes of the 20% rule.*

WEDGE BRAKE DATA

The combined movement of both brake shoe lining scribe marks shall not exceed 1/8 inch (3.2 mm).

(5) Drum (Cam-Type and Wedge) Air Brakes

(a) Missing or broken brake shoe, lining, return spring (shoe or chamber), anchor pin, spider, cam roller, camshaft, camshaft bushing (missing only), pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring or air chamber mounting bolt. (393.48(a))

Inspection Bulletin 2006-01 – Worn Camshaft Bushings

(b) Loose air chamber, spider or camshaft support bracket. (393.48(a))

(c) Defective lining conditions.

i. Lining cracks or voids that exceed 1/16 inch (1.6 mm) in width observable on the edge of the lining. (393.47(a))

Operational Policy 15 – Part II, Regulatory Guidance 1.b.(1) – Cracks/Rust Jacking

ii. Portion of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge. (393.47(a))

iii. Crack that exceeds 1 1/2 inch (38.1 mm) in length. (393.47(a))

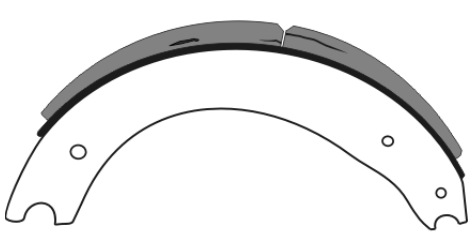
iv. Loose lining segment. (Approximately 1/16 inch (1.6 mm) or more movement.) (393.47(a))

v. Complete lining segment missing. (393.47(a))

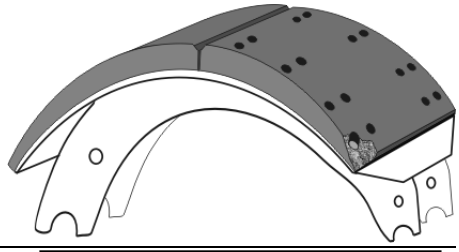
vi. The friction surface of the brake drum and the brake friction material are contaminated by oil or grease. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

vii. Lining thickness less than 1/4 inch (6.4 mm) or worn into the wear indicator if lining is so marked, measured at the shoe center. (393.47(d)(2))



Cracks or voids that exceed 1/16 inch in width. Cracks that exceed 1 1/2 inches in length.



Portion of lining missing that exposes a fastening device.

(6) Air Disc Brakes (Exposed Pushrods and Direct Coupled – Air Chamber to Caliper)

(a) Missing or broken caliper, brake pad, pad retaining component, pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring, chamber return spring, or air chamber mounting bolt. (393.48(a))

(b) Loose or missing brake chamber or caliper mounting bolt. (393.48(a))

(c) Rotor has evidence of metal-to-metal contact on the friction surface. (393.47(d)(2))

(d) Rotor has severe rusting across the entire friction surface on either side (light rusting on the friction surface is normal). (393.48(a))

(e) The friction surface of the brake rotor and the brake friction material are contaminated by oil or grease. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

(f) Brake pad thickness less than 1/16 inch (1.6 mm) or to wear indicator if pad is so marked. (393.47(d)(2))

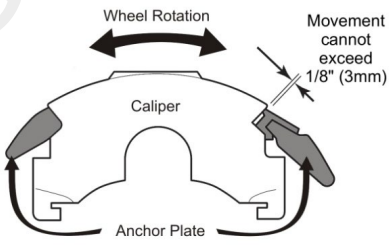
Inspection Bulletin 2018-04 – Air Disc Brake Inspection

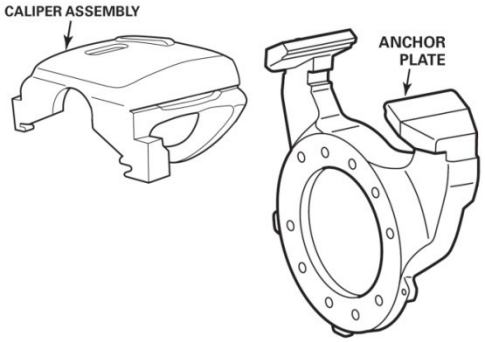
*(7) Hydraulic and Electric Brakes

(a) Missing or broken caliper, pad retaining component, brake pad, shoe, or lining. (393.48(a))

(b) Loose or missing brake caliper mounting bolt. (393.48(a))

(c) Movement of the caliper within the anchor plate, in the direction of wheel rotation, exceeds 1/8 inch (3.2 mm). (393.48(a))





(d) Rotor or drum has evidence of metal-to-metal contact on the friction surface. (393.47(d)(2))

(e) Rotor has severe rusting across the entire friction surface on either side (light rusting on the friction surface is normal). (393.48(a))

(f) Friction surface of the brake drum or rotor and the brake friction material are contaminated by oil, grease or brake fluid. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

(g) Lining or pad with a thickness 1/16 inch (1.6 mm) or less for disc or drum brakes. (393.47(d)(2))

*(h) All required electric brakes on towed vehicle(s) inoperative due to no electrical connection. (396.3(a)(1))

NOTE: After electrical connection is re-established, all towed vehicle(s) required brakes shall be inspected and, if applicable, recorded as per Operational Policy 14 - Enhancing Roadside Inspection and Enforcement Data Uniformity.

NOTE: Refer to "Lighting Devices" for electrical lighting systems.

b. Front Steering Axle(s) Brakes

In addition to being included in the 20% criterion, the following conditions will place a vehicle out of service:

(1) Any inoperative brake (such as any brake lining/pad failing to move or contact braking surface upon application) or missing brake on either wheel of any steering axle of any vehicle equipped or required to be equipped with steering axle brakes, including the dolly and front axle of a full trailer. This includes tractors required to have steering axle brakes. (Missing - 393.42(a) or Inoperative - 393.48(a))

(2) Drum (Cam-Type and Wedge) Air Brakes – (Front Steering Brakes)

(a) Mismatched air chamber sizes. (393.47(b))

NOTE: Mismatched air chamber size excludes long stroke air chamber versus regular stroke air chamber and excludes differences in design type, such as type 20 clamp versus type 20 rotochamber. A bolt chamber with any other chamber type is a mismatch.

(b) Mismatched brake adjuster length. (393.47(c))

(c) Defective lining conditions.

i. Lining cracks or voids that exceed 1/16 inch (1.6 mm) in width observable on the edge of the lining. (393.47(a))

Operational Policy 15 – Part II, Regulatory Guidance 1.b.(1) – Cracks/Rust Jacking

ii. Portion of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge. (393.47(a))

iii. Crack that exceeds 1 1/2 inch (38.1 mm) in length. (393.47(a))

iv. Loose lining segment. (Approximately 1/16 inch (1.6 mm) or more movement.) (393.47(a))

v. Complete lining segment missing. (393.47(a))

vi. The friction surface of the brake drum and the brake friction material are contaminated by oil or grease. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

vii. Lining with a thickness less than 3/16 inch (4.8 mm) for a shoe with a continuous strip of lining or 1/4 inch (6.4 mm) for a shoe with two lining blocks for drum brakes or worn into the wear indicator if lining is so marked. (393.47(d)(1))

(3) Air Disc Brakes (Exposed Pushrods and Direct Coupled – Air Chamber to Caliper) (Front Steering Axle)

(a) Mismatched air chamber sizes. (393.47(b))

NOTE: Mismatched air chamber size excludes long stroke air chamber versus regular stroke air chamber. A mismatch on an air disc brake exists only when there is measurable difference in air chamber clamp sizes.

(b) Mismatched brake adjuster length. (393.47(c))

(c) Missing brake pad. (393.47(a))

(d) Rotor has evidence of metal-to-metal contact on the friction surface. (393.47(d)(1))

(e) Rotor has severe rusting across the entire friction surface on either side (light rusting on the friction surface is normal). (393.48(a))

(f) The friction surface of the brake rotor and the brake friction material are contaminated by oil or grease. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

(g) Brake pad thickness less than 1/16 inch (1.6 mm) or to wear indicator if lining is so marked. (393.47(d)(1))

(4) Hydraulic Brakes – (Front Steering Brakes)

(a) Missing lining or pad. (393.47(a))

(b) Loose or missing brake caliper mounting bolt. (393.48(a))

(c) Movement of the caliper within the anchor plate, in the direction of wheel rotation, exceeds 1/8 inch (3.2 mm). (393.48(a))

(d) Rotor has evidence of metal-to-metal contact on the friction surface. (393.47(d)(1))

(e) Rotor has severe rusting across the entire friction surface on either side (light rusting on the friction surface is normal). (393.48(a))

(f) The friction surface of the brake drum or rotor and the brake friction material are contaminated by oil, grease or brake fluid. (393.47(a))

NOTE: Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

(g) Pad with a thickness 1/16 inch (1.6 mm) or less for disc brakes. (393.47(d)(1))

End of 20% Brake Criterion – **Brake Items 1.c. through q. are stand-alone brake OOS conditions and not included in the 20% brake criterion.**

c. Spring Brake Chambers

Any non-manufactured holes or cracks in the spring brake housing section of a parking brake. (396.3(a)(1))

d. Trailer Breakaway and Emergency Braking

(1) Missing or inoperable breakaway braking system on a trailer or converter dolly. (393.43(d))

(2) A breakaway system not directly attached to the towing vehicle or a permanent and securely mounted item on the towing vehicle (e.g., bolted on hitching system). (393.43(d))

(3) On any trailer equipped with spring brakes, more than 25% of the spring brakes are inoperative. (393.43(d))

e. Parking Brake

No brakes on the vehicle or combination are applied upon actuation of the parking brake control, including driveline hand-controlled parking brakes, and held solely by mechanical means. (393.41)

f. Brake Smoke/Fire

Brake malfunction causing smoke or fire to emit from the wheel end. (393.47(a))

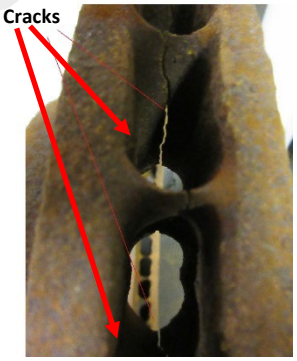
Example: Brake lining continuously in contact with brake drum or rotor.

NOTE: This does not include overheating due to severe brake use.

NOTE: Refer to "Wheels, Rims and Hubs" as the cause may either be the brakes or a problem in the hub and bearing area.

g. Brake Drums or Rotors (Discs)

(1) ** Any portion of the drum has any external crack or has any crack that opens upon brake application. (393.47(a))



(2) ** Any rotor (disc) with a crack in length of more than 75% of the friction surface and passes completely through the rotor to the center vent from either side or completely through a solid rotor or completely through a structural support connecting the rotor friction surfaces. (393.47(a))

** **NOTE:** Do not confuse short hairline heat check cracks with flexural cracks.

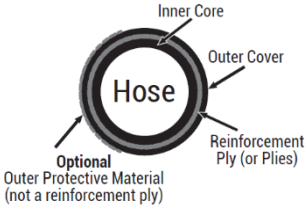
(3) A rotor surface is worn to or through center vents. (393.47(g))

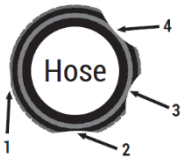
(4) Any portion of the drum or rotor (discs) missing or in danger of falling away. (393.47(a))

*h. Air Brake Hose/Tubing

(1) Any damage extending into the reinforcement ply. (393.45(b)(2)) (as per 4 below)

NOTE: A reinforcement ply is a braid or a spiral layer of fabric or steel.





Ref #	*Visual Characteristics*	*OOS Status*
1	Wear extends into outer protective material.	Not OOS
2	Wear extends through outer protective material into outer cover.	Not OOS
3	Wear makes reinforcement ply visible, but ply is intact.	Not OOS
4	Any part of the fabric/steel braid reinforcement ply is frayed, severed or cut.	OOS

Operational Policy 15 – Part II, Regulatory Guidance 1.b.(2) – Air Hose Violations

NOTE: Rubber impregnated fabric cover is not a reinforcement ply.

NOTE: Thermoplastic nylon tube may have braid reinforcement or color difference between cover and inner tube. Exposure of second color is an OOS condition.

(2) Bulge/swelling when air pressure is applied. (393.45(d))

(3) Audible air leak at other than a proper connection. (393.45(d))

Inspection Bulletin 2010-05 – MCI Buses with Detroit Diesel Engines

Inspection Bulletin 2015-08 — Advancement in Motorcoach Air Brake Systems

Operational Policy 15 – Part II, OOS Frequently Asked Questions 1.a.(1) – Proper Connections, 1.a.(2) – Leaks at Fittings
Operational Policy 15 – Part II, Regulatory Guidance, 1.b.(3) – Air Leaks

(4) Improperly joined, such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube. (393.45(a))

*(5) Damaged by heat or broken. (393.45(d))

*(6) Labeled for a different application other than in an air brake system. (393.45(a))

*(7) All required air brakes on towed vehicle(s) inoperative due to service gladhand not connected to the trailer(s). (393.45(d))

NOTE: After service gladhand connection is re-established, all towed vehicle(s) required brakes shall be inspected and, if applicable, recorded as per Operational Policy 14 - Enhancing Roadside Inspection and Enforcement Data Uniformity.

i. Air Pressure Gauge

Inoperative or defective primary or secondary air pressure gauge. (393.51(c))

j. Low Air Pressure Warning Device

Low air pressure warning device missing, inoperative or does not operate continuously if either the primary or secondary reservoir is 55 psi (379 kPa) or below, or 1/2 of the governor cut-out pressure, whichever is less. (393.51(c))

NOTE: If either an audible or visual warning device is working as required, vehicle should not be declared out of service.

k. Air Loss Rate

If an air leak is discovered and either the primary or secondary reservoir pressure is not maintained when: (396.3(a)(1))

(1) Governor is cut-in.
(2) Reservoir pressure is 80-90 psi (551-620 kPa).
(3) Engine is at idle.
(4) Service brakes are either fully applied or released.

*l. Tractor Protection System

Inoperable or missing tractor protection system components, including a tractor protection valve and/or trailer supply valve. (393.43(a))

NOTE: An inoperative tractor protection system is defined as one of the following conditions:

i. The trailer supply valve fails to close before pressure drops below 20 psi (138 kPa) in both the primary and secondary system.
ii. When air escapes from either glad hand when brakes are applied after the tractor protection valve has closed.

Inspection Bulletin 2010-01 – Tractor Protection Systems

m. Air Reservoir (Tank)

An air reservoir (tank) separated at either end from the attachment point(s) allowing movement of more than 1 inch (25.4 mm) in any direction. (396.3(a)(1))

Operational Policy 15 – Part II, Regulatory Guidance 1.b.(3) – Air Leaks

n. Air Compressor

(Normally to be inspected when readily visible or when conditions indicate compressor problems.)

(1) Loose compressor mounting bolts. (396.3(a)(1))

(2) Cracked, broken or loose pulley. (396.3(a)(1))

(3) Cracked or broken mounting brackets, braces or adapters. (396.3(a)(1))

*o. Hydraulic Brakes

(1) The master cylinder assembly (including backup system, power assist or power brake unit) has loose or missing mounting bolts or is not secured causing it to shift out of its normal position. (396.3(a)(1))

(2) The fluid level in any master cylinder reservoir is less than 1/4 full or below minimum marking. (396.3(a)(1))

NOTE: Normally to be inspected when readily visible or problems are apparent.

*(3) Hydraulic or vacuum lines, hoses or connections are restricted, crimped, broken or damaged through the outer reinforcement ply or labeled for a different application other than in a hydraulic brake system. (Restricted/Crimped/Broken/Labeling - 393.45(a) or Damaged - (393.45(b)(2))

NOTE: Rubber impregnated fabric cover is not a reinforcement ply.

(4) Any observable seepage, bulge or swelling on a brake hose under application pressure. (393.45(d))

(5) Improperly joined, such as a splice made by sliding a hose/tube end over the brake line and clamping the hose to the brake line. (393.45(a))

(6) Any observable leaking hydraulic fluid in the brake system upon full application. (393.45(a) or 396.3(a)(1))

(7) No pedal travel reserve with engine running upon full brake application. (393.40(b))

(8) Brake power assist unit is inoperative. (396.3(a)(1))

(9) Hydraulic power brake unit is inoperative. (396.3(a)(1))

(10) Brake failure warning system is missing, inoperative, disconnected, defective or activated while the engine is running with or without brake application. (393.51(b))

(11) The hydraulic brake backup system is inoperative. (396.3(a)(1))

Inspection Bulletin 2012-04 – Hydraulic/Electric/Surge Brake System and Light-Duty Trailer Inspection Procedure

p. Vacuum Brakes

(1) Insufficient vacuum reserve to permit one full brake application after engine is shut off. (393.50(b))

(2) Vacuum hose(s) or line(s) restricted, abraded (chafed) through outer cover-to-cord ply, crimped, cracked, broken or has collapse of vacuum hose(s) when vacuum is applied. (393.45(b)(2))

q. Performance-Based Brake Test

Failing to develop a total brake force as a percentage of gross vehicle or combination weight of 43.5 or more on an approved PBBT. (393.52(a)(1))

NOTE: The out-of-service notice will be satisfactorily completed:

i. If an approved PBBT is available, the vehicle may be retested on an approved PBBT and achieve a total brake force as a percentage of gross vehicle or combination weight of 43.5 or more; or
ii. If an approved PBBT is unavailable, each of the brake fault areas identified on the inspection report shall be inspected and repaired.

NOTE: In the United States, an approved PBBT must meet FMCSA functional specifications 65 FR 48799, Aug. 9, 2000.

*2. CARGO SECUREMENT

*a. General Securement

Part(s) of a vehicle or condition of loading such that the spare tire or any part of the load, cargo or dunnage can fall onto the roadway. (Vehicle Components/Dunnage - 392.9(a)(2) is used to declare this vehicle OOS condition, General cargo - 393.100(b))

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(14) – Tarps or Coverings on Open-top Vehicles, 2.b.(15) – Curtain-sided Trailers

b. Articles Not Restrained from Rolling

Articles of cargo that are likely to roll are not restrained by chocks, wedges, a cradle or other equivalent means to prevent rolling. (393.106(c)(1))

c. Articles Beside Each Other and Secured by Transverse Tiedowns

Articles of cargo placed beside each other and secured by transverse tiedowns are not in direct contact with each other and are not prevented from shifting towards each other while in transit. (393.106(c)(2))

d. Aggregate Working Load Limit

When the AWLL of the securement devices being used is less than 1/2 the weight of the cargo being secured. (393.106(d))

NOTE: Equivalent means of securement (e.g., vehicle structures, dunnage, dunnage bags, shoring bars, etc.) may be used to comply; not all cargo must be secured with chains, webbing, wire rope, cordage, etc.

e. Tiedowns for Length – No Front-End Structure

Articles of cargo not blocked or positioned to prevent movement in the forward direction by a headerboard, bulkhead, other cargo that is positioned to prevent movement, or other appropriate blocking devices, is not secured by at least:

(1) One tiedown for articles 5 feet (1.52 m) or less in length, and 1,100 lbs. (500 kg) or less in weight. (393.110(b)(1))

(2) Two tiedowns if the article is:

(a) 5 feet (1.52 m) or less in length and more than 1,100 lbs. (500 kg) in weight; or, (393.110(b)(2)(i))

(b) Longer than 5 feet (1.52 m) but less than or equal to 10 feet (3.04 m) in length, irrespective of the weight. (393.110(b)(2)(ii))

(3) Two tiedowns if the article is longer than 10 feet (3.04 m) and one additional tiedown for every 10 feet (3.04 m) of article length, or fraction thereof, beyond the first 10 feet (3.04 m) of length. (393.110(b)(3))

NOTE: Positioning of Tiedowns - If an article of cargo has the correct number of required tiedowns for length and/or weight, the U.S. Regulations/Canadian NSC Standard 10 do not specify where they have to be located on the article(s) of cargo.

f. Tiedowns for Length – Front-End Structure

Article(s) of cargo that is blocked, braced or immobilized to prevent movement in the forward direction by a headerboard, bulkhead or other articles, which are adequately secured or by an appropriate blocking or immobilization method, is not secured by at least one tiedown for every 10 feet (3.04 m) of article length, or fraction thereof. (393.110(c))

NOTE: Positioning of Tiedowns - If an article of cargo has the correct number of required tiedowns for length and/or weight, the U.S. Regulations/Canadian NSC Standard 10 do not specify where they have to be located on the article(s) of cargo.

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(1) – Bungee Cord/Tarp Straps, 2.b.(4) – Hay and Straw Bales, 2.b.(5) – Stretch Film and/or Shrink-Wrap/Banding, 2.b.(7) – Friction Mats

g. Logs

Not secured per the commodity-specific securement requirements. (393.116)

h. Dressed Lumber or Similar Building Products

Not secured per the commodity-specific securement requirements. (393.118)

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(8) – Dressed Lumber or Similar Building Products

i. Metal Coils

Not secured per the commodity-specific securement requirements. (393.120)

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(3) – Metal Coil Exemption

j. Paper Rolls

Not secured per the commodity-specific securement requirements. (393.122)

k. Concrete Pipe

Not secured per the commodity-specific securement requirements. (393.124)

l. Intermodal Containers

Not secured per the commodity-specific securement requirements. (393.126)

Inspection Bulletin 2017-02 – Securement of an Intermodal Container on a Container Chassis Vehicle

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(11) – Storage/Office Modules, 2.b.(13) – Integral Locking Devices not on Extreme Corners

m. Automobiles, Light Trucks and Vans

Not secured per the commodity-specific securement requirements. (393.128)

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(12) – Vehicles towed by tow bars, wheel lifts, etc.

n. Heavy Vehicles, Equipment and Machinery

Not secured per the commodity-specific securement requirements. (393.130)

Operational Policy 15 – Part II, OOS Frequently Asked Questions 2.a.(1) – Auxiliary Equipment
Operational Policy 15 – Part II, Regulatory Guidance 2.b.(9) – Single Chain for Two Tiedowns, 2.b.(10) – Trailers Loaded on Trailers

o. Flattened or Crushed Vehicles

Not secured per the commodity-specific securement requirements. (393.132)

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(6) – Cubed/Crushed Vehicles

p. Roll-on/Roll-off or Hook Lift Containers

Not secured per the commodity-specific securement requirements. (393.134)

Inspection Bulletin 2020-05 – Securement of Roll-on/Roll-off, Hook-Lift and Lugger Containers on Vehicles

q. Large Boulders

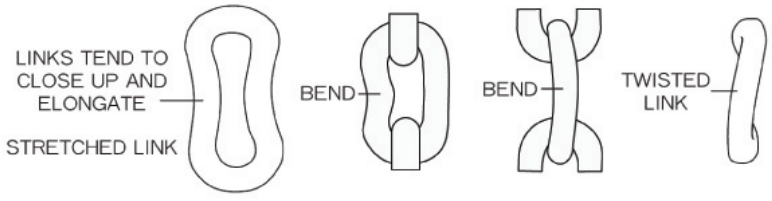
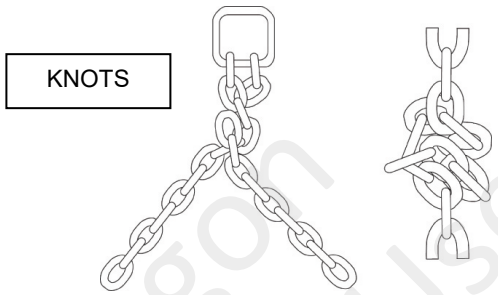
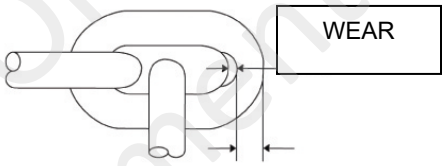
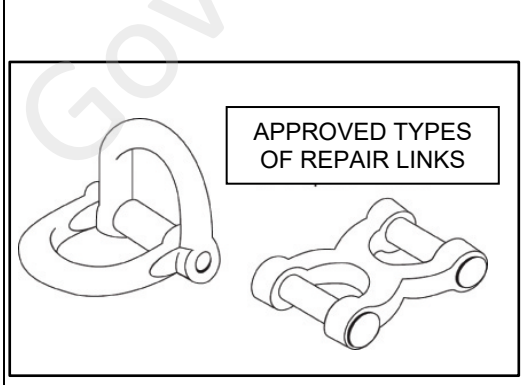
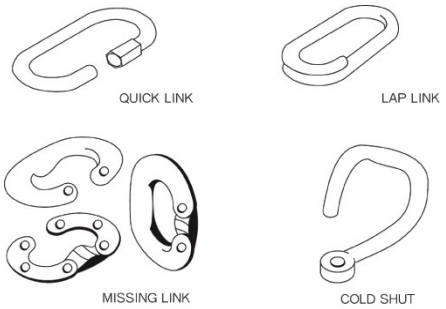
Not secured per the commodity-specific securement requirements. (393.136)

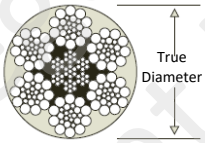
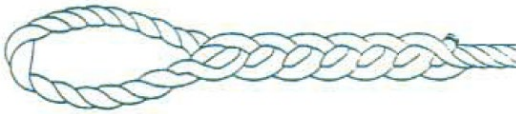
A tiedown or anchor point that is found to have a defect in the load-bearing portion of the tiedown as outlined in the "Tiedown Defect Table" will not be considered when determining the weight and/or length requirements.

Individual tiedowns being used to secure cargo found in conditions outlined in the table are not out of service, only violations. If these tiedowns are required to meet the requirements for length and/or weight, the OOS condition(s) will be recorded under the applicable weight and/or length and/or the specific commodity. (393.104)

Operational Policy 15 – Part II, Regulatory Guidance 2.b.(2) – Violation Guidance for Damaged Tiedowns

Inspection Bulletin 2018-03 – Doleco USA Textile Link Tiedown Assembly

TIEDOWN DEFECT TABLE	
Chain	• Loose chain.
	• Contains nicks, gouges, abrasions, or broken, cracked, twisted, bent, knotted or stretched links.  
	• Excessive wear causing a 20% or more reduction in original material thickness. 
	• Any weld(s) on chain, to repair broken/damaged links or to join links. **NOTE:** Repairs. Links of the clevis variety, having strength equal to or greater than the nominal chain are acceptable.  
	• Chain is damaged as a result of missing edge protection.

TIEDOWN DEFECT TABLE	
Wire Rope	• Loose wire rope.
	• Kinks, bird caging, popped core or knots in the working section of the wire rope. 
	• Discoloration from excessive heat or electric arc in the eye or main body of the wire rope.
	• Corrosion with pitting of the external or internal wires.
	• More than 11 broken wires in 6 diameters of length. For example: with 1/2 inch (12.7 mm) wire rope, more than 11 broken wires in (6 x 1/2) or 3 inches in length (6 x 13 = 78 mm). 
	• More than three broken wires in any one strand. 
	• More than two broken wires at the end connection or fitting. **NOTE:** Repairs. Wire rope used in tiedown assemblies shall not be repaired or spliced. (Eye splices and back splices are acceptable.)  EYE SPLICE  BACK SPLICE
	• Wire rope is damaged as a result of missing edge protection.

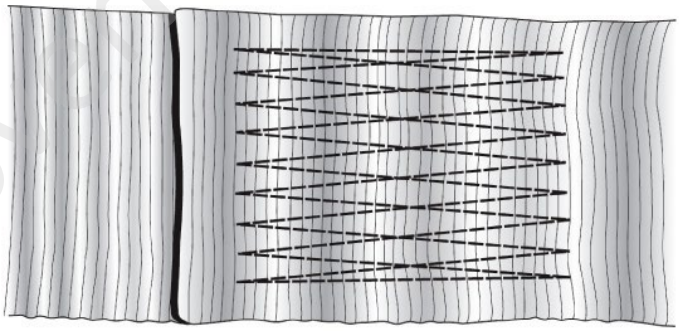
<table>
<tr><th colspan="2">TIEDOWN DEFECT TABLE</th></tr>
<tr><td rowspan="6">Cordage
(Fiber Rope)</td><td>• Loose cordage (fiber rope).</td></tr>
<tr><td>• Burned or melted fibers except on heat-sealed ends.</td></tr>
<tr><td>• Ineffective knots formed for the purpose of connecting or repairing binders.</td></tr>
<tr><td>• ** Evidence of excessive wear in exterior or interior fibers.</td></tr>
<tr><td>• ** Any evidence of loss of strength, such as a marked reduction in diameter.

**** NOTE:** Effective diameter of cordage reduced by 20% is excessive. Repairs: Cordage used in tiedown assemblies shall not be repaired. (Separate lengths of cordage properly spliced together are not considered repairs.)

 
CHAFED AND
FRAYED YARNS

 
MINOR ABRASION
OK TO CONTINUE USE</td></tr>
<tr><td>• Cordage (fiber rope) is damaged as a result of missing edge protection.</td></tr>
<tr><td rowspan="4">Synthetic
Webbing</td><td>• Loose synthetic webbing.</td></tr>
<tr><td>• The tiedown contains separation of its load carrying stitch pattern(s) in excess of 1/4 of the total stitch area.

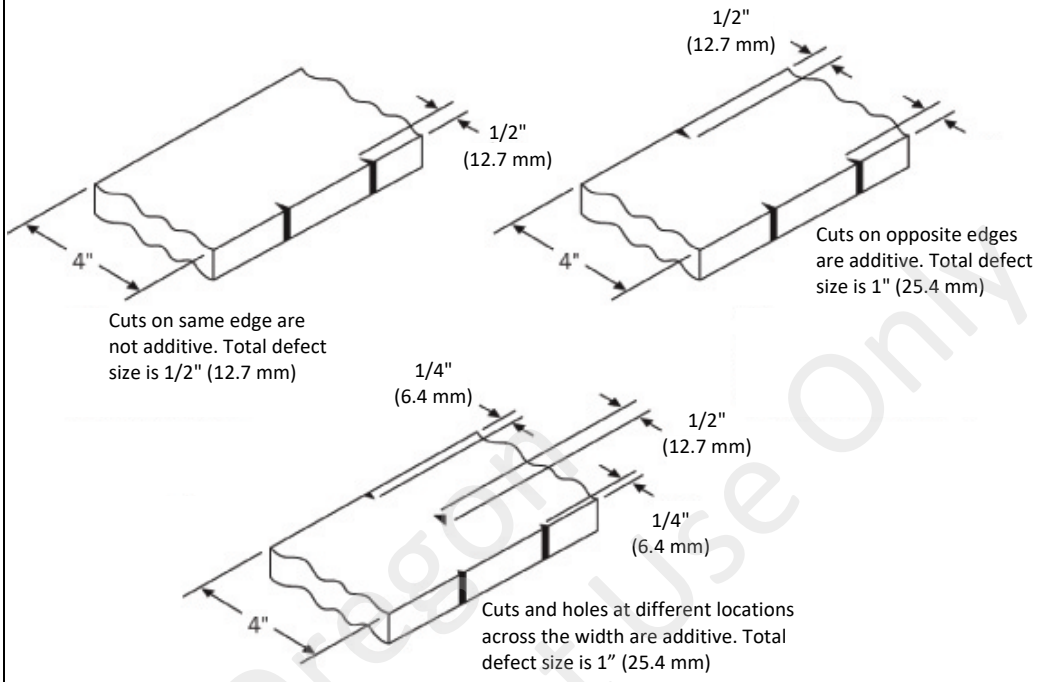
Example of a load-bearing stitch pattern at hook end.

  </td></tr>
<tr><td>• A fitting, tensioning device or other hardware (other than the webbing) is broken, obviously sprung, bent, twisted, or contains a visible crack or a significant nick or gouge.</td></tr>
<tr><td>• The tiedown contains a knot, repair, splice or any other apparent defect (e.g., crushed areas, damaged loop ends, severe abrasions, etc.).</td></tr>
</table>

TIEDOWN DEFECT TABLE

Synthetic Webbing

- The tiedown contains cut(s), burn(s) and/or hole(s) through the webbing which total more than that shown in the Defect Classification Table.



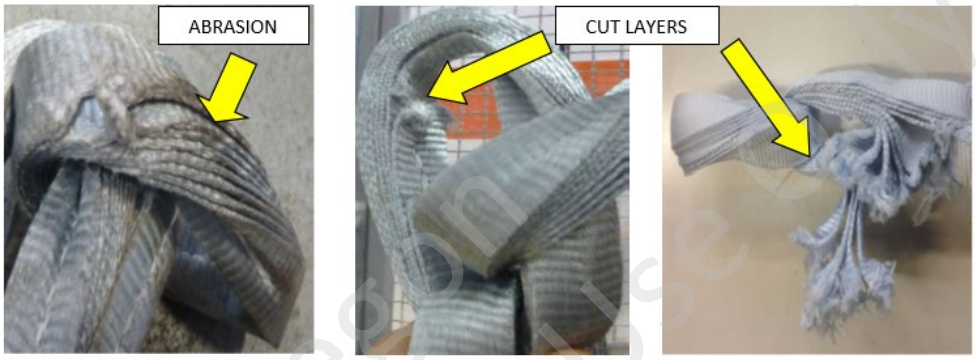
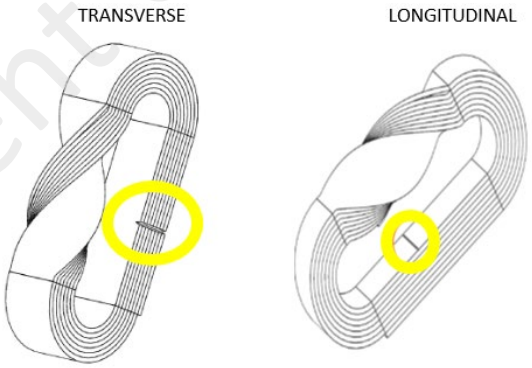
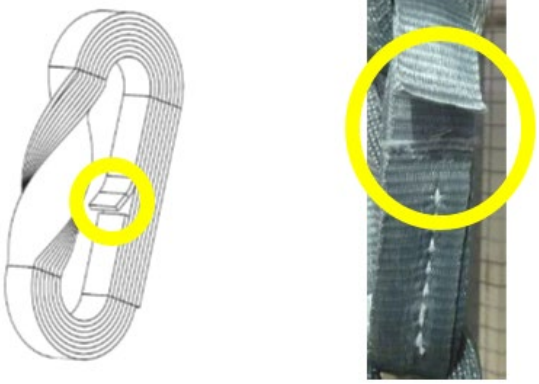
DEFECT CLASSIFICATION TABLE
Total Defect Size

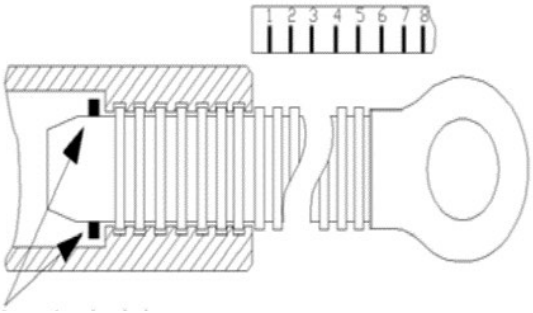
Web Size	Defect Range
4" (101.6 mm)	Larger than 3/4" (19.1 mm)
3" (76.2 mm)	Larger than 5/8" (15.9 mm)
2" (50.8 mm)	Larger than 3/8" (9.5 mm)
1 3/4" (44.5 mm)	Larger than 3/8" (9.5 mm)

All cut(s), burn(s) and/or hole(s) through the webbing are additive across the width of the strap face for its entire effective length. But only one defect is additive for any specific width.

NOTE: Repairs: Webbing used in tiedown assemblies shall not be repaired or spliced.

- Synthetic webbing is damaged as a result of missing edge protection.

TIEDOWN DEFECT TABLE	
Doleco USA Textile Link Tiedown Assembly	• Tiedown is loose.
	• Tiedown is knotted.
	• A fitting, tensioning device or other hardware (other than webbing) is broken, obviously sprung, bent, twisted, or contains a visible crack, significant nick or gouge.
	• The tensioning and connecting elements are loaded to the point of bending.
	• A link is deformed due to heat (friction, radiation).
	• A lashing hook is loaded in the hook bowl or a link is loaded on the hook tip.
	• The hook mouth is widened by 5% or more.
	• A link contains cut layers or severe abrasions. 
	• A link has more than one 10% transverse or longitudinal cut. 
	• A link has one ply (or more) cut through – inside or outside. 

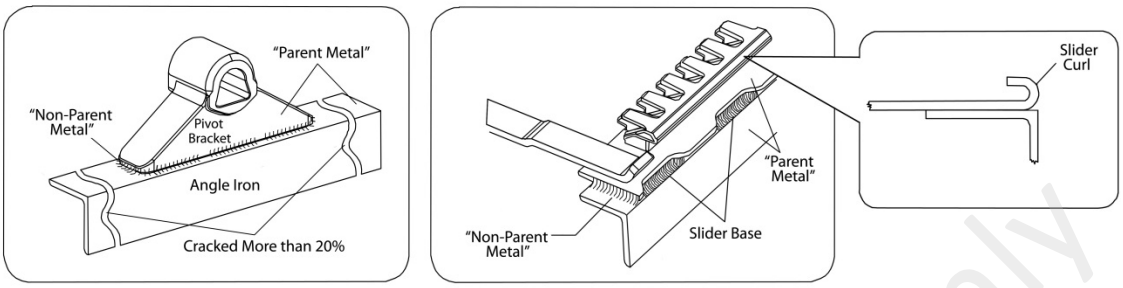
TIEDOWN DEFECT TABLE	
Doleco USA Textile Link Tiedown Assembly	• A link does not have yarn completely through the stitching or is partly cut through. 
	• A hook is hooked in between the plies. 
	• A link contains repairs to damaged ply.
	• The unscrewing safeguard of the load binder is disabled or damaged. The special load tensioner is equipped with an unscrewing safeguard. The unscrewing safeguard of this tensioner consists of a bolt at the end of the spindle arm that stops against the internal thread of the guide tube as soon as the maximum unscrewing length has been reached. Overturning of this safeguard is possible only with the use of extreme force and is noticeable in all cases. If the safeguard is overturned, the bolt cuts into the internal thread of the guide tube and destroys it.  Safeguard

TIEDOWN DEFECT TABLE	
Steel Strapping	• Loose steel strapping.
	• Steel strappings more than 1 inch (25.4 mm) in width not having at least two pair of crimps in each seal.
	• Steel strappings arranged in an end-over-end lap joint not sealed with at least two seals.
	• Obviously damaged or distorted steel strappings.
	• Steel strapping is damaged as a result of missing edge protection.
Fitting/ Attachment /Tensioning Device	• Obvious reduction of section through wear or corrosion.
	• Obviously distorted or stretched load binders and fittings.
	• Hooks opened in the throat beyond the original parallel throat opening.
	• Any missing required component.
	• Obvious twisting out of the plane of the fitting.
	• A fitting, tensioning device, or other hardware is broken, obviously sprung, bent, twisted, or contains a visible crack or a significant nick or gouge.
	• Welding or discoloration from excessive heat. **NOTE:** Some winches are designed to be welded to the truck bed.
	• Any visible cracks.
	• Any slippage detectable at a wire rope cable clamp. **NOTE:** End fittings may be replaced with clevis type.
Anchor Point	• Broken or cracked side or pocket rails, supports, or welds.
	• Rails bent or distorted where hooks or fittings attach.
	• Floor rings nicked, gouged, worn, twisted, bent, stretched or with broken welds.

3. COUPLING DEVICES

NOTE: The following criterion only applies when the device is in use.

NOTE: Parent metal is the part (angle iron, pivot bracket, mounting plate, slider base plate, fifth wheel plate, upper coupler). Non-parent metal is weld material.



a. Fifth Wheels (Lower Coupler Assembly)

(1) Mounting to Frame

(a) More than 20% of fasteners on either side of the vehicle are missing or ineffective. (393.70(b)(1)(i))

(b) Any movement between mounting components. (393.70(b)(1)(i))

(c) A crack in the mounting angle iron (parent metal) extending more than 20% of the distance across the metal in the direction of the crack. (393.70(b)(1)(i))

(d) A crack, or a gap caused by corrosion, that is 1/8 inch (3.2 mm) or more in width. (393.70(b)(1)(i))

(e) More than 20% of the total length of all the original welds (including fore and aft welds) are cracked on either side of the vehicle. (393.70(b)(1)(i))

(f) A repair weld is cracked. (393.70(b)(1)(i))

(2) Mounting Plates and Pivot Brackets

(a) More than 20% of fasteners on either side of the vehicle are missing or ineffective. (393.70(b)(1)(i))

(b) A crack in the mounting plate or pivot bracket (parent metal) extending more than 20% of the distance across the metal in the direction of the crack. (393.70(b)(1)(i))

(c) A crack, or a gap caused by corrosion, that is 1/8 inch (3.2 mm) or more in width. (393.70(b)(1)(i))

(d) More than 20% of the total length of all the original welds (including fore and aft welds) are cracked on either side of the vehicle. (393.70(b)(1)(i))

(e) A repair weld is cracked. (393.70(b)(1)(i))

(f) More than 3/8 inch (9. 5 mm) horizontal movement between pivot bracket pin and bracket. (393.70(b)(1)(i))

(g) Pivot bracket pin missing or not secured. (393.70(b)(1)(i))

(3) Sliders

(a) More than 25% of latching fasteners on either side of the vehicle are ineffective. (393.70(b)(1)(i))

(b) Any fore or aft stop missing or not securely attached. (393.70(b)(1)(i))

NOTE: A moveable fifth wheel that is secured with vertical pins does not need fore or aft stops.

(c) Movement of more than 3/8 inch (9.5 mm) between slide bracket and slide base. (393.70(b)(1)(i))

(d) A slide curl is broken, cracked or repaired by welding. (393.70(b)(1)(i))

(4) Operating Handle

Operating handle not in closed or locked position. (393.70(b)(2))

(5) Fifth Wheel Plate

(a) A crack in the fifth wheel plate (parent metal) extending more than 20% of the distance across the metal in the direction of the crack. (396.3(a)(1))

(b) A crack, or a gap caused by corrosion, that is 1/8 inch (3.2 mm) or more in width. (396.3(a)(1))

(c) A repair weld is cracked. (396.3(a)(1))

EXCEPTIONS: (1) Cracks in fifth wheel approach ramps, and (2) casting shrinkage cracks in the ribs of the body of a cast fifth wheel.

(6) Locking Mechanism

Locking mechanism parts missing, broken or deformed to the extent that the kingpin is not securely held. (393.70(b)(2))

b. <u>Upper Coupler Assembly (Including Kingpin)</u>

(1) Horizontal movement between the upper and lower fifth wheel halves exceeds 1/2 inch (12.7 mm). (396.3(a)(1))

Operational Policy 15 – Part II, Regulatory Guidance 3.b.(1) – Fifth Wheel Play

(2) Kingpin can be moved by hand in any direction. (396.3(a)(1))

NOTE: This item is to be used when uncoupled semitrailers are encountered, such as at a terminal inspection, and it is impossible to check item 3.b.(1). Kingpins in coupled vehicles are to be inspected using item 3.b.(1) above and items 3.b.(3) and 3.b.(4). Vehicles are not to be uncoupled.

(3) Kingpin not properly engaged. (393.70(b)(2))

(4) Any trailer with a bolted upper coupler, which has fewer effective bolts than shown in the Minimum Number of Bolts per Side Based on Type & Size of Bolt Table. (393.70(b)(1)(ii))

NOTE: This only applies to hex head bolts and should not be applied to flat countersunk socket head cap screws. (ASTM F835)

(5) A crack in the upper coupler (parent metal) extending more than 20% of the distance across the metal in the direction of the crack. (393.70(b)(1)(ii))

(6) A crack, or a gap caused by corrosion, that is 1/8 inch (3.2 mm) or more in width. (396.3(a)(1))

(7) More than 20% of the total length of all the original welds are cracked on either side, front or back of the upper coupler. (393.70(b)(1)(ii))

(8) A repair weld cracked. (393.70(b)(1)(ii))

Minimum Number of Bolts per Side Based on Type & Size of Bolt						
Maximum Trailer GVWR	ASTM A325 Type 1, 2 and 3 (Metric 5.8)		SAE J429 Grade 5 (Metric 8.8)		SAE J429 Grade 8 (Metric 10.9)	
	1/2" (12 mm)	5/8" (16 mm) or larger	1/2" (12 mm)	5/8" (16 mm) or larger	1/2" (12 mm)	5/8" (16 mm) or larger
68,000 lbs. (30,844 kg) or less	6	4	6	4	5	4
68,001 - 85,000 lbs. (30,845 - 38,555 kg)	8	5	8	5	7	5
85,001 - 105,000 lbs. (38,556 - 47,627 kg)	10	6	10	6	8	5

Bolt size refers to the outside diameter of the thread.

- *1/2 inch bolts have 3/4 inch heads and nuts*
- *5/8 inch bolts have 15/16 inch heads and nuts*
- *12 mm bolts have 19 mm heads and nuts*
- *16 mm bolts have 24 mm heads and nuts*

BOLT HEAD GRADE IDENTIFICATION MARKING

ASTM A325 Type 1	ASTM A325 Type 2	ASTM A325 Type 3	SAE J429 Grade 5	SAE J429 Grade 8	Metric 5. 8	Metric 8. 8	Metric 10. 9
							

c. Pintle Hooks

Mounting and Integrity

(1) Loose mounting, missing or ineffective fasteners, latch not secured or not in use, when required. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1), Driveaway - 393.71(h), Not in Use - 396.7)

NOTE: A fastener is not considered missing if there is an empty hole in the device but no corresponding hole in the frame and vice versa.

(2) Cracks anywhere in the pintle hook assembly, including mounting surface and frame cross member. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(3) Any welded repairs to the pintle hook assembly. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(4) Section reduction visible when coupled. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

NOTE: No part of the horn should have any section reduced by more than 20%. If wear can be seen when the hook and eye are coupled, it is possible that either this condition or section reduction in the draw bar eye exists.

Operational Policy 15 – Part II, Regulatory Guidance 3.b.(2) – Pintle Hook Violations

d. Drawbar Eye

Mounting and Integrity

(1) Any cracks in attachment welds or drawbar eye. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(2) Any missing or ineffective fasteners. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(3) Any welded repairs to the drawbar eye. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(4) Section reduction visible when coupled. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

NOTE: No part of the eye should have any section reduced by more than 20%. If wear can be seen when the hook and eye are coupled, it is possible that either this condition or section reduction in the pintle hook exists.

e. Drawbar/Tongue

(1) Slider (Power/Manual)

(a) Ineffective latching mechanism. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(b) Missing or ineffective stop. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(c) Movement of more than 1/4 inch (6.4 mm) between the slider and housing. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(d) Any leaking air or hydraulic cylinders, hoses or chambers (other than slight oil weeping normal with hydraulic seals). (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(2) Integrity

(a) Any cracks. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(b) Movement of 1/4 inch (6. 4 mm) between sub frame and drawbar at point of attachment. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

f. Safety Devices

(1) Missing. (Full Trailer - 393.70(d) or Driveaway – 393.71(h)(5) or 393.71(h)(10))

(2) Unattached or incapable of secure attachment. (Full Trailer - 393.70(d) or Driveaway - 393.71(h)(5) or 393.71(h)(10))

(3) Improper repairs to chains and hooks, including welding, wire, small bolts, rope and tape. (Full Trailer - 393.70(d) or Driveaway – 393.71(h)(5) or 393.71(h)(10))

(4) Chain or Wire Rope: Damaged or defective to the same extent as the criterion used for chain or wire rope defects described in the "Cargo Securement – Tiedown Defect Table." (Full Trailer - 393.70(d) or Driveaway - 393.71(h)(5) or 393.71(h)(10))

EXCEPTION: Quick-link(s) that are fully engaged, and marked with a MBS/MBF rating on the link that is equal to or greater than the GVW of the trailer(s), are acceptable for use in a safety device.

EXCEPTION: A chain that has been twisted or knotted to account for excess slack in the safety device is not considered to be defective.

Operational Policy 15 – Part II, Regulatory Guidance 3.b.(3) – Securing towed vehicles to wheel lifts, tow bars, etc.

g. Hitch Systems (Excluding Fifth Wheels and Pintle Hooks)

Mounting and Integrity

(1) Loose mounting, missing or ineffective fasteners, latch not secured, mismatched coupler/ball/receiver, or not in use, when required. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1), Driveaway - 393.71(h)(1)-(5), Mismatched/Not in Use - 396.7)

NOTE: A fastener is not considered missing if there is an empty hole in the device but no corresponding hole in the frame and vice versa.

(2) Cracks anywhere in the hitch system, including mounting surface and frame cross member. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

(3) Any welded repairs to the ball, ball-socket, pin or eye. (Full Trailer - 393.70(c), Semi-Trailer 396.3(a)(1) or Driveaway - 393.71(h))

h. Saddle-Mounts (Method of Attachment)

(1) Any missing or ineffective fasteners. (Upper - 393.71(j) or Lower - 393.71(k))

(2) Loose mountings. (Upper - 393.71(j) or Lower - 393.71(k))

(3) Any cracks or breaks in a stress or load-bearing member. (Upper - 393.71(j) or Lower - 393.71(k))

(4) Horizontal movement between upper and lower saddle-mount halves exceeds 1/4 inch (6.4 mm). (Upper - 393.71(j) or Lower - 393.71(k))

I. Full Trailer (Double Ring, Ball-Bearing Turntable)

(1) Mounting – Top and Bottom

(a) Top flange has less than six effective bolts. (393.70(c))

(b) Bottom flange has less than six effective bolts. (393.70(c))

(c) 20% or more of original welds (or repaired original welds) or parent metal cracked. (393.70(c))

(2) Wear

(a) Upper flange half touching lower flange half. (393.70(c))

(b) Cracked flanges. (393.70(c))

4. DRIVELINE/DRIVESHAFT

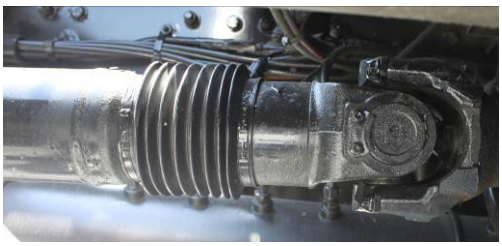
a. Yoke Ends (Including Slip Yoke, Yoke Shaft, Tube Yoke and End Fitting Yoke)

(1) Any visible crack in a yoke end. (396.3(a)(1))

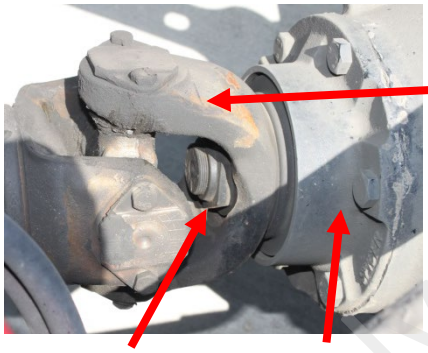
(2) Any yoke-mounting hardware loose (with hand pressure only), broken or missing. (396.3(a)(1))

(3) Any horizontal or vertical movement of slip joint yoke shaft of greater than 1/2 inch (12.7 mm), with hand pressure only. (396.3(a)(1))

(4) Any loose, broken or missing end fitting fastener. (Also see item 4.b.(1)) (396.3(a)(1))



Slip Joint



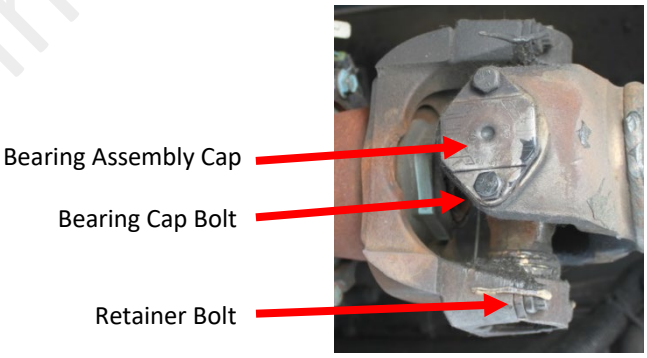
b. Universal Joint

(1) Any independent vertical movement between opposing yoke ends greater than 1/8 inch (3.2 mm), with hand pressure only. (396.3(a)(1))

(2) Any missing universal joint bearing cap. (Also see item 4.b.(1)) (396.3(a)(1))

(3) Any missing, broken or loose universal joint bearing cap bolt, bearing strap or retainer bolt. (396.3(a)(1))

(4) Any bearing cap retainer clip is missing. (396.3(a)(1))

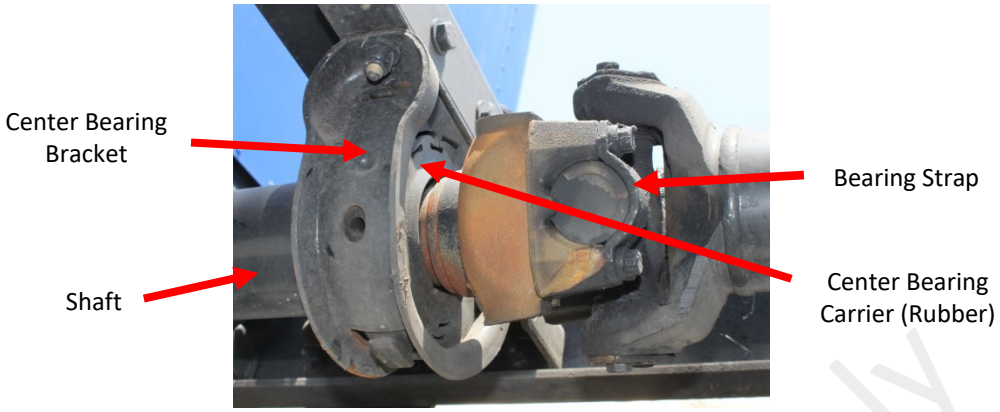


c. Center Bearing (Carrier Bearing)

(1) Any broken or loose center bearing bracket, bracket bolts or mounting hardware. (396.3(a)(1))

(2) Any center bearing bracket crack equaling 50% or more of the original bracket width. (396.3(a)(1))

(3) More than 1/2 inch (12.7 mm) vertical movement (with hand pressure only) of the shaft in the center bearing carrier. (396.3(a)(1))

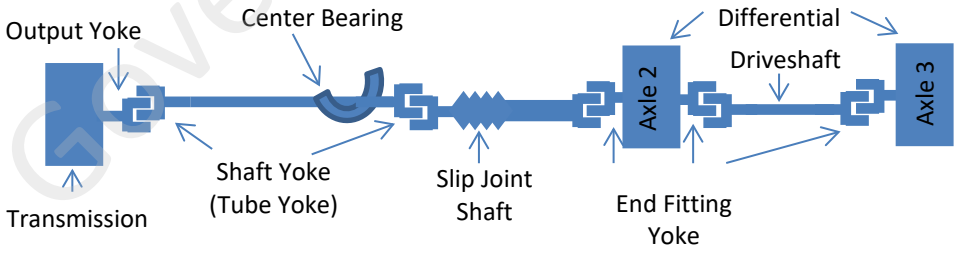


d. <u>Driveshaft Tube</u>

(1) Any original metal crack in the shaft tube greater than 1/4 inch (6.4 mm) in length. (396.3(a)(1))

(2) Obvious cracked weld at shaft tube end. (396.3(a)(1))

(3) Any shaft tube with obvious twist. (396.3(a)(1))



Inspection Bulletin 2014-01 – Driveline/Driveshaft Inspections

Operational Policy 15 – Part II, Regulatory Guidance 4.b.(1) – Driveline/Driveshaft Violations

5. DRIVER'S SEAT (MISSING)

a. Temporary Seating

Any vehicle that has temporary seating for the driver. (393.93(b))

NOTE: Temporary seating includes the use of items not designed for use as seats in vehicles, including but not limited to a milk crate, lawn chair, patio chair, folding chair, plastic step, stool or a cooler.

6. EXHAUST SYSTEMS

a. Leaks – All Commercial Motor Vehicles

Any exhaust system leaking at a point forward of or directly below the driver/sleeper compartment and the vehicle has a condition that permits entry of exhaust fumes into the driver/sleeper compartment. (393.83(g))

b. Gasoline-Powered Buses

Any gasoline-powered bus exhaust system that is leaking or discharging under the chassis more than 6 inches (15.24 cm) forward of the rear most part of the bus. (393.83(c))

c. Buses Powered by Other Than Gasoline

Any bus, powered by other than gasoline engine, exhaust system that is leaking or discharging under the chassis more than 15 inches (38.1 cm) forward of the rear most part of the bus, unless the exhaust is leaking or discharging to the rear of all doors or windows designed to be opened, except for those windows or doors designed solely as emergency exits. (393.83(d))

d. Location of Exhaust

No part of the exhaust system of any commercial motor vehicle shall be so located as to likely result in burning, charring, or damaging the electrical wiring, the fuel supply or any combustible part of the commercial motor vehicle. (393.83(a))

Inspection Bulletin 2010-02 – Inspection of Vehicles Equipped with 2007 or Later EPA-Certified Engines

7. FRAMES

a. Frame Members

(1) Any cracked, loose, sagging or broken frame siderail permitting shifting of the body onto moving parts or other condition indicating an imminent collapse of the frame. (393.201(a))

(2) Any cracked, loose or broken frame member adversely affecting support of functional components, such as steering gear, fifth wheel, engine, transmission, body parts and suspension. (393.201(a))

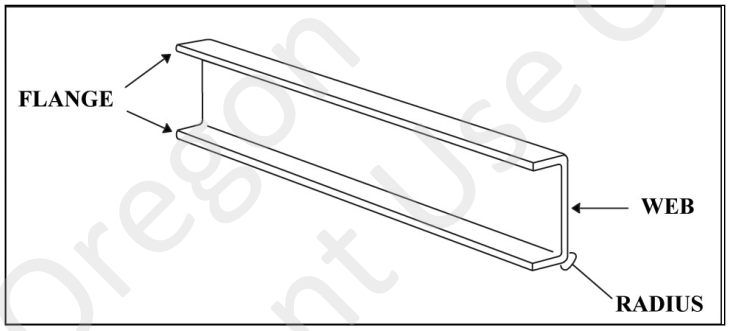
(3) 1 1/2 inch (38 mm) or longer crack in frame siderail web which is directed toward bottom flange. (393.201(a))

(4) Any crack extending from the frame siderail web around the radius and into the bottom flange. (393.201(a))

(5) 1 inch (25.4 mm) or longer crack in siderail bottom flange. (393.201(a))

NOTE: Items (1) and (2) apply to all buses, including those having unitized (monocoque) construction. Items (3), (4) and (5) apply only to buses having a body-on-chassis design, such as most school buses.

Inspection Bulletin 2018-02 – Motorcoach Monocoque Frame/Suspension Inspections



b. Tire and Wheel Clearance

Any condition, including loading, that causes the body or frame to be in contact with a tire or any part of the wheel assemblies at the time of inspection. (396.3(a)(1))

8. FUEL SYSTEMS

a. Liquid Fuels

(1) A fuel system with a dripping leak at any point (including refrigeration or heater fuel systems). (396.3(a)(1))

(2) A fuel tank not securely attached to the vehicle. (393.65(c))

NOTE: Some fuel tanks use spring or rubber bushings to permit movement.

(3) Passenger-Carrying Vehicle: Missing fuel cap. (393.67(c)(7)(v))

b. Gaseous Fuels

Compressed Natural Gas, Liquefied Petroleum Gas and Liquefied Natural Gas

OCCUPATIONAL SAFETY NOTE: Personnel must exercise extreme caution whenever checking a gaseous fuel system for leaks. Any possibility of creating sparks, static electricity, friction, etc., must be avoided, as they could cause a fire or explosion.

OCCUPATIONAL SAFETY NOTE: Vehicles with leaking gaseous fuel systems must be parked carefully. Gases escaping from CNG and LNG systems will rise. If the vehicle is parked inside a building or under a canopy, roof or similar cover, combustible gases can collect beneath the ceiling. Escaping LPG falls and can form a pool of combustible gas near the ground and displaces air, including oxygen. LPG and liquid LNG will flow into open drains. Combustible gases can explode when ignited by an open flame or spark.

(1) CNG or LPG

Any fuel leakage from the CNG or LPG system detected visibly, audibly or by smell and verified by either a bubble test using non-ammonia, non-corrosive soap solution or a reading of more than 5,000 ppm on a flammable gas detection meter. (396.3(a)(1))

NOTE: Verification is needed to ensure that the sound is not either internal to the fuel system (such as gas flowing in a pressure regulator or pressure equalizing between manifolded tanks) or a leak in the air brake system.

NOTE: Some brief fuel leakage or decompression may occur during refueling, causing temporary frosting of CNG or LPG fuel system parts. If the vehicle has been refueled shortly before inspection, care must be taken to distinguish these temporary frosting occurrences from actual leaks.

(2) LNG

OCCUPATIONAL SAFETY NOTE: LNG is a cryogenic material and presents a potential safety hazard due both to the extremely cold temperature of its liquid and the flammability of its vapor. Personnel inspecting such systems should exercise utmost caution, including wearing proper eye protection, gloves and clothing.

NOTE: LNG liquid and vaporized gas is odorless and undetectable by the human sense of smell. Frost buildup is not necessarily evidence of leakage. Many components of LNG fuel systems are extremely cold and will exhibit an even coat of frost produced by moisture in the surrounding air condensing and freezing on them.

(a) A cloud of water vapor coming from any component of the fuel system. (396.3(a)(1))

NOTE: It is normal, particularly in humid conditions, for water vapor to collect around many portions of a LNG fuel system.

(b) Any fuel leakage from the LNG system detected visibly or audibly and verified by either a bubble test using non-ammonia, non-corrosive soap solution or a reading of more than 5,000 ppm on a flammable gas detection meter. (396.3(a)(1))

(c) Dripping liquid that boils or vaporizes in the air. (396.3(a)(1))

***9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS)**

a. When Lights Are Required To Be On (does not include lamps that are not turned on)

(1) Headlamps - The single vehicle or towing vehicle does not have at least one head lamp operative on low beam. (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1))

(2) Lamps on rear - Bus, truck, truck tractor and towed vehicle (including driveaway/towaway operations) without at least one steady burning tail lamp on the rear of the rearmost vehicle visible from 500 feet (152.4 m). (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1) or Driveaway - 393.17(b)(2))

*b. Lamps on Projecting Loads

There is not at least one operative steady burning lamp on the rear of loads projecting more than 4 feet (1.2 m) beyond the vehicle body, visible from 500 feet (152.4 m), when required. (Inoperative - 393.9(a); Obscured - 393.9(b); or, Missing - 393.11(a)(1))

*c. At Any Time – Day or Night

(1) Does not have at least one operative stop lamp, not including a center high-mounted stop lamp(s), on the rear of a single unit vehicle or the rear of the rearmost vehicle of a combination of vehicles visible at 500 feet (152.4 m). (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1) or Driveaway - 393.17(b)(2))

(2) Does not have an operative turn signal visible on each side of the rear of a single unit vehicle or the rear of the rearmost vehicle of a combination of vehicles. (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1) or Driveaway - 393.17(b)(2))

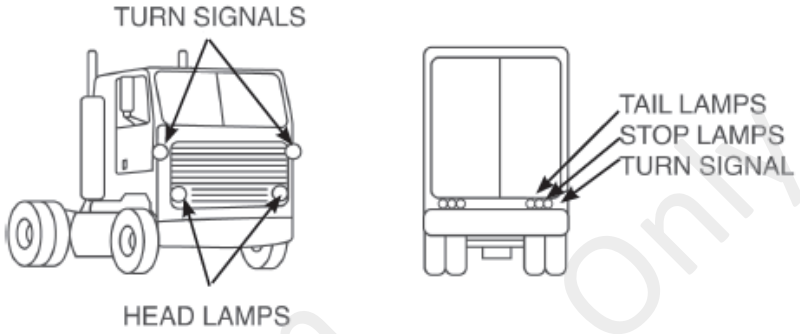
EXCEPTION: A truck tractor operated as a single unit is not in an OOS condition for an inoperative rear turn signal when the turn signals located on the front are visible from the rear.

(3) Does not have at least one required flag on the rear of loads projecting more than 4 feet (1.2 m) beyond the vehicle body. (393.87(a))

(4) All electrical lighting systems on towed vehicle(s) inoperative due to no electrical connection (e.g., unplugged or loose pigtail). (393.23)

***NOTE:** Refer to "Brake Systems" for inoperative electrical brakes.

NOTE: After electrical connection is re-established, all towed vehicle(s) electrical lighting systems shall be inspected and, if applicable, recorded as per Operational Policy 14 – Enhancing Roadside Inspection and Enforcement Data Uniformity.



NOTE: Any lamp not in compliance with 393.11/NSC11B (e.g., height, color, position) is only a violation and shall not be declared out of service if it is operative.

Operational Policy 15 – Part II, Regulatory Guidance 9.b.(1) – Clearance Light Violations, 9.b.(2) – Converter Dolly Lighting, 9.b.(3) – Retro-Reflective Sheeting

10. STEERING MECHANISMS

a. Steering Wheel Lash (Free Play)

(See Chart: When any of these values - inch movement or degrees - are met or exceeded, vehicle shall be declared out of service.) (393.209(b))

For power steering systems, engine must be running.

Steering Wheel Diameter	Manual System Movement 30°	Power System Movement 45°
16" (40.6 cm)	4 1/2" (11.4 cm or more)	6 3/4" (17.1 cm or more)
18" (45.7 cm)	4 3/4" (12 cm or more)	7 1/8" (18.1 cm or more)
19" (48.2 cm)	5" (12.7 cm or more)	7 1/2" (19 cm or more)
20" (50.8 cm)	5 1/4" (13.3 cm or more)	7 7/8" (20 cm or more)
21" (53.3 cm)	5 1/2" (13.9 cm or more)	8 1/4" (20.9 cm or more)
22" (55.8 cm)	5 3/4" (14.6 cm or more)	8 5/8" (21.9 cm or more)

For power systems, if steering wheel movement exceeds 45 degrees before steering axle tires move, proceed as follows: Rock steering wheel left to right between points of power steering valve resistance. If that motion exceeds 30 degrees (or the inch movement values shown for manual steering), vehicle shall be declared out of service. This test is to differentiate between excessive lash and power systems designed to avoid providing steering assistance when the steering wheel is turned while the truck is motionless (not moving forward or backward).

b. Steering Column

(1) Any absence or looseness of u-bolt(s) or positioning part(s). (393.209(c))

(2) Obviously repair-welded universal joint(s). (393.209(d))

(3) Steering wheel not properly secured. (393.209(a))

(4) Telescopic steering column does not lock into position. (396.3(a)(1))

(5) Tilt steering column does not lock in at least one position. (396.3(a)(1))

c. Front Axle Beam and All Steering Components other than Steering Column (Including Hub)

(1) Any crack(s). (396.3(a)(1))

(2) Any obvious welded repair(s). (396.3(a)(1))

Inspection Bulletin 2019-02 – 2013-2018 Dodge Ram 2500/3500 Drag Link Assembly Welds

d. Steering Gear Box (Including Rack and Pinion)

(1) Any mounting bolt(s) loose or missing. (393.209(d))

(2) Any crack(s) in gear box or mounting brackets. (393.209(d))

(3) Any obvious welded repair(s). (396.3(a)(1))

(4) Any looseness of the yoke-coupling to the steering gear input shaft. (393.209(d))

Inspection Bulletin 2010-03 – Rack and Pinion Steering System Inspection

e. Pitman Arm

(1) Any looseness of the pitman arm on the steering gear output shaft. (393.209(d))

(2) Any obvious welded repair(s). (396.3(a)(1))

f. Power Steering

Auxiliary power-assist cylinder separated at either end from the attachment point(s) allowing movement of more than 1 inch (25.4 mm) in any direction. (393.209(e))

g. Ball and Socket Joints

(1) Any movement under steering load of a stud nut. (393.209(d))

(2) Any motion, other than rotational, between any linkage member and its attachment point of more than 1/8 inch (3.2 mm) measured with hand pressure only. (393.209(d))

Operational Policy 15 – Part II, Regulatory Guidance 10.b.(1) – Ball and Socket Violations

(3) Any obvious welded repair(s). (393.209(d))

h. Tie Rods and Drag Links

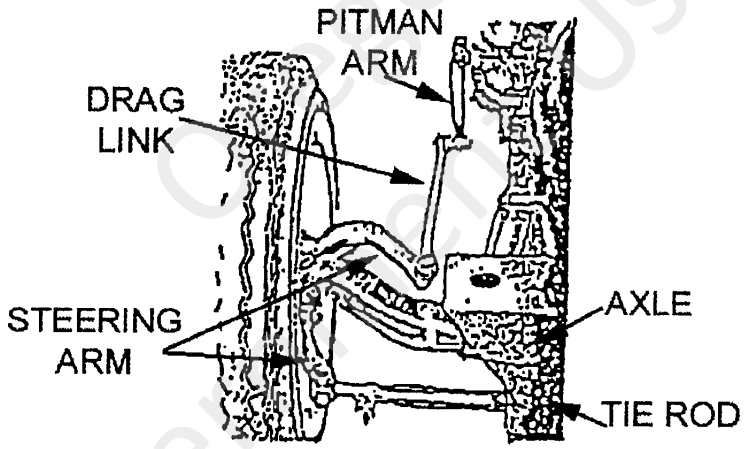
(1) Loose clamp(s) or clamp bolt(s) on tie rods or drag links. (396.3(a)(1))

(2) Any looseness in any threaded joint. (396.3(a)(1))

(3) When a drag link is so worn to cause a non-manufactured hole. (396.3(a)(1))

i. Nuts

Loose or missing on tie rods, pitman arm, drag link, steering arm or tie rod arm. (396.3(a)(1))



j. Steering System

Any modification or other condition that interferes with free movement of any steering component. (393.209(d))

k. C-Dolly

(1) Missing or inoperable steering locks. (396.3(a)(1))

(2) Steering not centered in the "zero" locked position. (396.3(a)(1))

*11. SUSPENSIONS

*a. Axle Parts/Members

*(1) Any u-bolt(s), u-bolt bottom plate, or other spring to axle clamp bolt(s) cracked, broken, loose or missing. (393.207(a))

Operational Policy 15 – Part II, OOS Frequently Asked Questions 11.a.(1) – Spring Eye U-Bolt

(2) Any axle, axle housing, spring hanger(s) or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position. (393.207(a))

NOTE: After a turn, lateral axle displacement is normal with some suspensions including composite springs mounted on steering axles.

Operational Policy 15 – Part II, OOS Frequently Asked Questions 11.a.(2) – Rebound Bolts

b. Spring Assembly

(1) 25% or more of the leaves in any spring assembly broken. (393.207(c))

(2) Any leaf or portion of any leaf in any spring assembly is missing or separated. (393.207(c))

(3) Any broken main leaf in a leaf spring assembly. (393.207(c))

NOTES:

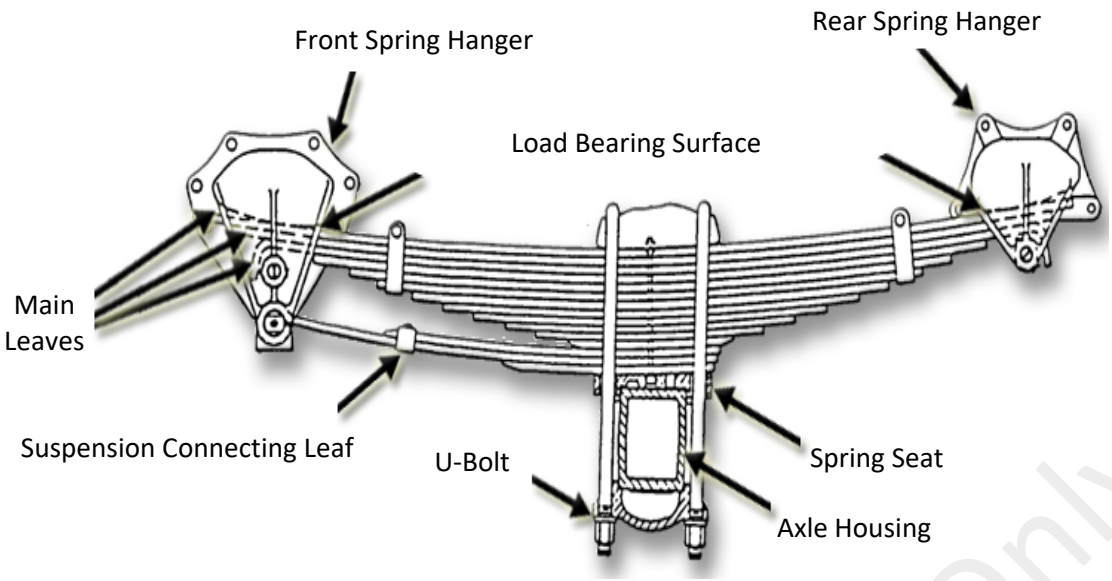
1. Any leaf of leaf spring assembly is a main leaf if it extends at both ends to or beyond:

   a. The load-bearing surface of a spring hanger or equalizer.

   b. The spring end cap or insulator box mounted on the axle.

   c. A spring eye, further: Any leaf or a helper spring assembly is a helper main leaf if it extends at both ends to or beyond the load-bearing surface of its contact pad, hanger or equalizer.

2. The suspension connecting leaf, in springs having such a leaf, has the same function as the suspension connecting rod components referenced in “Suspension Connecting Rod and Tracking Component Assembly” and should be treated as such a component for purposes of out of service.



(4) Coil spring broken. (393.207(d))

(5) Rubber spring missing. (393.207(a))

(6) One or more leaves displaced in a manner that could result in contact with a tire, rim, brake drum or frame. (393.207(c))

(7) Broken torsion bar spring in torsion bar suspension. (393.207(e))

(8) Air Suspension

(a) Deflated air suspension (one or more deflated air spring/bag). (393.207(f))

NOTE: Deflated aftermarket/secondary air bag suspension in addition to a primary leaf/coil spring suspension does not result in an OOS condition.

Inspection Bulletin 2015-03 — Safety Inspection Procedures for Vehicles Equipped with Air Suspension

Inspection Bulletin 2015-05 — Advanced 6 x 2 Tractor Inspections

Operational Policy 15 – Part II, OOS Frequently Asked Questions 11.a.(4) – Aftermarket/Secondary Air Bags

(b) Air spring/bag is missing or is detached at the top or bottom. (393.207(f))

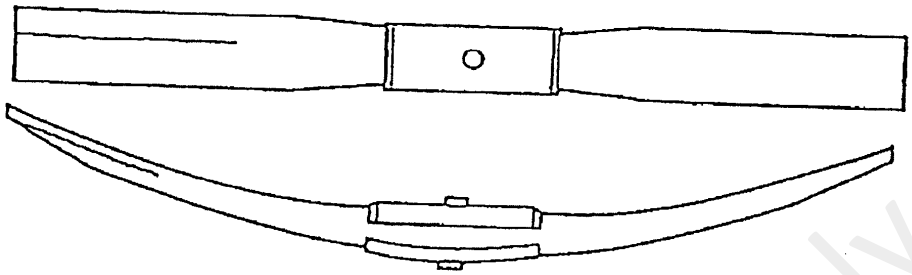
c. <u>Composite Springs</u>

(1) Intersecting cracks of any length. (393.207(c))

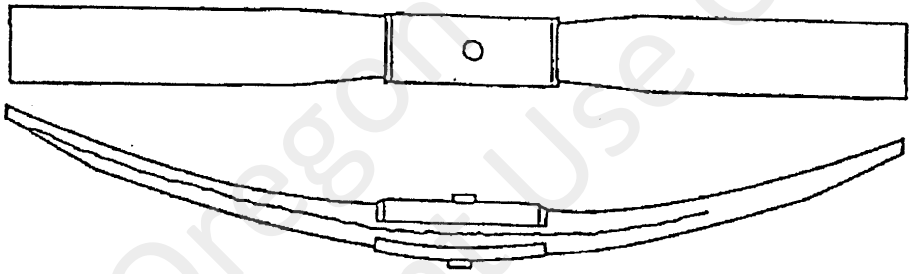
(2) A crack that extends beyond 75% of the length of the spring. (393.207(c))

NOTE: A crack is a separation in any axis which passes completely through the spring.

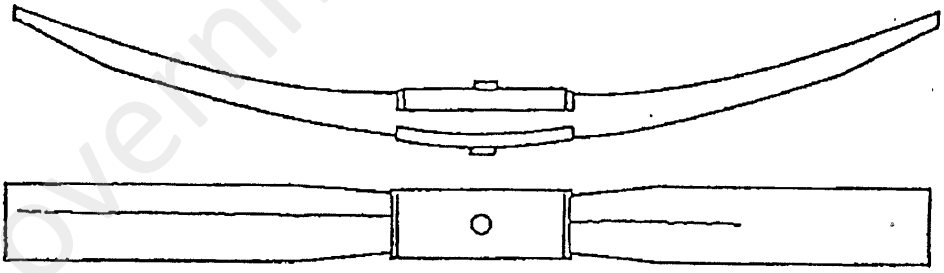
Intersecting cracks of any length.



Side to side crack extending beyond 75% of the length of the spring. (A crack that extends beyond 75% of the length of the spring.)



Top to bottom crack extending beyond 75% of the length of the spring. (A crack that extends beyond 75% of the length of the spring.)



*d. <u>Suspension Connecting Rod and Tracking Component Assembly</u>

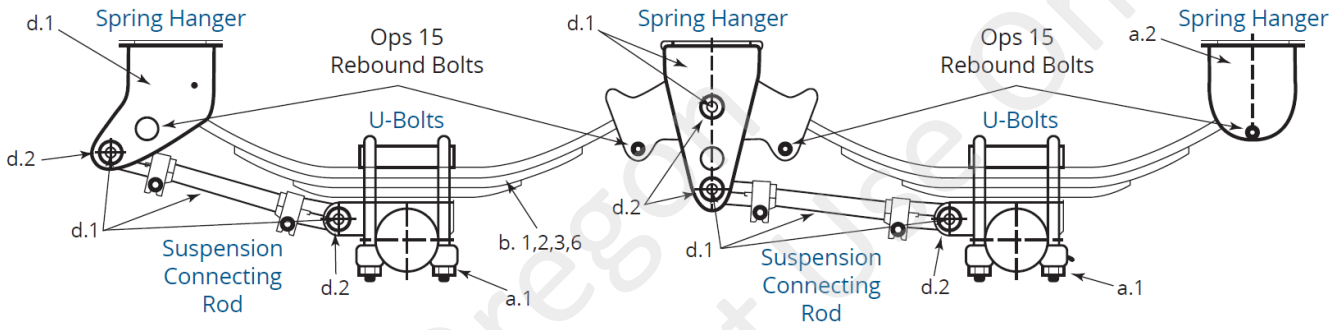
(1) Any part of a suspension connecting rod or tracking component assembly (including spring leaves used as a suspension connecting rod) or any part used for attaching them to the vehicle frame or axle (e.g., spring hanger, equalizer) that is cracked, loose, broken or missing. (393.207(a))

Operational Policy 15 – Part II, OOS Frequently Asked Questions 11.a.(2) – Rebound Bolts, 11.a.(3) – Cross Tube Brace
Operational Policy 15 – Part II, Regulatory Guidance 11.b.(1) – Gussets and Crossbars

*(2) Any part of a suspension connecting rod or tracking component assembly (including spring leaves used as a suspension connecting rod) equipped with rubber bushings is missing the bushing or the bushing is worn to the extent that the component can be moved by hand along the axis of the component. (393.207(a))

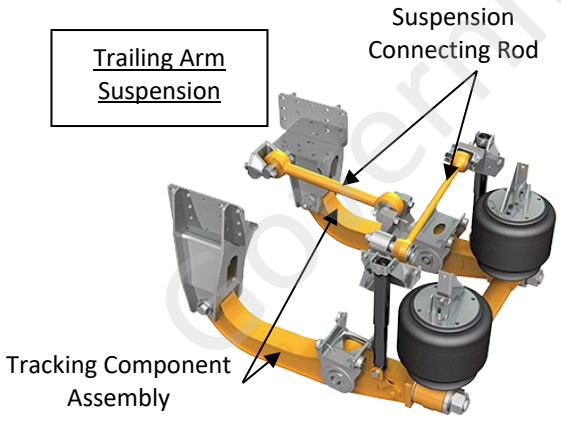
NOTE: A shock absorber is not a suspension connecting rod. A defective shock absorber will not result in an OOS condition.

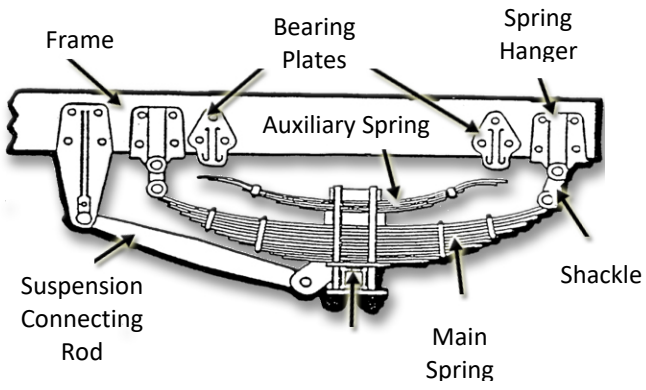
Equalizer Spring Suspension



***NOTE:** Locations indicated by d.2 are bushings. The d.1 located inside a bushing is a loose/missing nut or bolt.

Trailing Arm Suspension





e. Adjustable Axle(s)/Sliding Trailer Suspension System

(1) More than 25% of the locking pins or locking pin holes that are in use meet any of the following conditions:

(a) Locking pin is missing or not engaged. (393.207(b))

(b) A locking-pin hole measures more than 1 inch (25.4 mm) larger than its original size. (396.3(a)(1))

(c) The material from the hole in use to an adjacent hole, or the material from the hole in use to the edge of the rail, is torn or split. (396.3(a)(1))

(2) More than 25% of the slider-guide/hold-down brackets are missing or disengaged. (396.3(a)(1))

(3) The sliding suspension attachment member (undercarriage body rail) on either side exhibits a crack of any length in more than 50% of its attachment welds. (396.3(a)(1))

(4) A sliding suspension member's (undercarriage body rail) attachment welds are cracked completely through along a 4 foot (1.2 m) continuous length of the body rail. (396.3(a)(1))

(5) A sliding suspension attachment member (undercarriage body rail) is cracked completely through along a 4 foot (1.2 m) continuous length. (396.3(a)(1))

(6) The sliding suspension attachment member (undercarriage body rail) attachment fasteners are missing along a 4 foot (1.2 m) continuous length of the body rail. (396.3(a)(1))

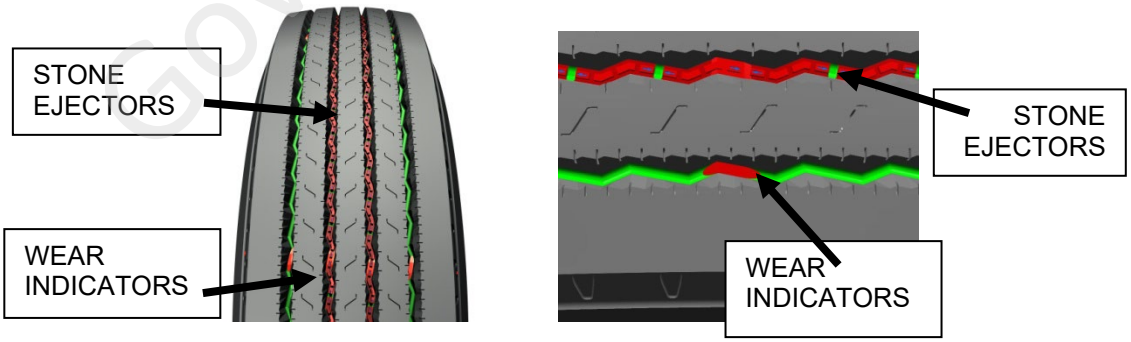
(7) The sliding suspension attachment member (undercarriage body rail) on either side exhibits 50% or more of attachment fasteners missing. (396.3(a)(1))

***12. TIRES**

*a. Any Tire on Any Front Steering Axle(s) of a Power Unit

(1) With less than 2/32 inch (1.6 mm) tread when measured in any two adjacent major tread grooves (typically any groove containing a tread wear indicator) at any location on the tire. (393.75(b))

NOTE: Measurements must not be made on stone ejectors or tread wear indicators.



Operational Policy 15 – Part II, OOS Frequently Asked Questions 12.a.(1) – Major Tread Groove

Inspection Bulletin 2019-03 — Evolving Commercial Vehicle Tire Design Tread Depth Measurement Inspection

(2) When any part of the belt material or casing ply is showing in the tread. (393.75(a)(1))

(3) When sidewall is cut, worn or damaged to the extent that the steel or fabric ply cord is exposed. (393.75(a)(1))

(4) Labeled "Not For Highway Use" or carrying other markings that indicate excluded use on steering axles. (396.3(a)(1))

(5) Visually observable bump, bulge or knot apparently related to tread or sidewall separation. (393.75(a)(2))

EXCEPTION: A bulge (due to a repair) of up to 3/8 inch (9.5 mm) in height is allowed. This bulge may sometimes be identified by a blue triangular label in the immediate vicinity.

(6) Presence of rubber-coated cord or cured rubber plug in the sidewall. (396.3(a)(1))

(7) Tire has noticeable (e. g., can be heard or felt) leak, or has 50% or less of the maximum inflation pressure marked on the tire sidewall. (393.75(a)(3))

NOTE: Measure tire air pressure only if there is evidence the tire is under-inflated.

Operational Policy 15 – Part II, Regulatory Guidance 12.b.(1) – Tire Inflation Pressure, 12.b.(2) – Objects Embedded in Tires

*(8) Mounted or inflated so that it comes in contact with any part of the vehicle. (396.3(a)(1))

NOTE: An OOS condition exists only if the tire can be made to contact another component at the time of inspection.

***NOTE:** A rubber mudflap contacting a tire is not an out-of-service condition.

(9) The weight on a tire on either side of an axle exceeds the tire load limit marked on the sidewall of the tire. This includes an overloaded tire resulting from low air pressure. (Load Limit - 393.75(g))

EXCEPTION: Does not apply to vehicles being operated under the special permit exclusion. (393.75(g)(1))

(10) Passenger-Carrying Vehicle: Regrooved, recapped or retreaded tires on front steering axles. (393.75(d))

*b. <u>All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit</u>

*(1) Tire not connected to an operable automatic tire inflation system (ATIS) has a noticeable leak in the tread area (e.g., can be heard or felt), or has 50% or less of the maximum inflation pressure marked on the tire sidewall. (393.75(a)(3))

NOTE: Measure tire air pressure only if there is evidence the tire is under-inflated.

(2) Tire connected to an operable ATIS has a noticeable leak (e. g., can be heard or felt) specific to the tread area and it is significant enough that the ATIS cannot maintain inflation pressure greater than 50% of the maximum inflation pressure marked on the tire sidewall. (393.75(a)(3))

Inspection Bulletin 2023-02 — Automatic Tire Inflation and Tire Pressure Monitoring Systems

Operational Policy 15 – Part II, Regulatory Guidance 12.b.(1) – Tire Inflation Pressure, 12.b.(2) – Objects Embedded in Tires

*(3) Tire has any noticeable leak (e.g., can be heard or felt) in the sidewall. (393.75(a)(3))

*(4) Any tire with visually observable bump or knot apparently related to tread or sidewall separation. (393.75(a)(2))

EXCEPTION: A bulge (due to a repair) of up to 3/8 inch (9.5 mm) in height is allowed. The bulge may sometimes be identified by a blue triangular label in the immediate vicinity.

*(5) Mounted or inflated so that it comes in contact with any part of the vehicle. (396.3(a)(1))

NOTE: This includes any tire contacting its mate in a dual set.

***NOTE:** A rubber mudflap contacting a tire is not an out-of-service condition.

*(6) The weight on a single tire or dual set of tires on either side of an axle exceeds the applicable load limit marked on the sidewall of the tire(s). This includes an overloaded tire resulting from low air pressure. (Load Limit - 393.75(g))

EXCEPTION: Does not apply to vehicles being operated under the special permit exclusion. (393.75(g)(1))

*(7) 75% or more of the tread width loose or missing in excess of 12 inches (30.4 cm) in circumference. (393.75(a)(2))

*(8) When more than one ply is exposed in the sidewall and the area exceeds 2 square inches (12.9 sq cm). (393.75(a)(1))

The following conditions apply to all tires; however, when these conditions are found on a dual tire set, both tires must meet one or more of the conditions listed in item 12.b.

*(9) When more than one ply is exposed in the tread area and the exposed area of the top ply exceeds 2 square inches (12.9 sq cm) or damaged plies are evident in the sidewall up to 2 square inches (12.9 sq cm). (393.75(a)(1))

*(10) Presence of rubber-coated cord or cured rubber plug in the sidewall. (396.3(a)(1))

*(11) So worn that less than 1/32 inch (. 8 mm) tread remains when measured in any two adjacent major tread grooves (typically any groove containing a tread wear indicator) at three separate locations around the circumference of the tire at least 8 inches (203.2 mm) apart. (393.75(c))

NOTE: Measurements must not be made on stone ejectors or tread wear indicators.

Inspection Bulletin 2019-03 — Evolving Commercial Vehicle Tire Design Tread Depth Measurement Inspection

Operational Policy 15 – Part II, OOS Frequently Asked Questions 14.a.(1) – Removing a Wheel/Chaining Up an Axle

c. Lodged Items Between Tires of a Dual Tire Set

Any solid item lodged between a set of dual tires that is in direct contact with the sidewalls of the tires (excluding mud and snow). (396.7(a))

13. VAN AND OPEN-TOP TRAILER BODIES

a. Upper Rail

(1) Broken with complete separation of the flange. (393.201(a))

(2) Buckled or cracked when accompanied by missing, working (movement under stress) or loose fasteners at adjacent roof bows and/or side posts. (393.201(a))

(3) Buckled or cracked when accompanied by broken, ineffective or missing adjacent roof bows. (393.201(a))

b. Lower Rail

(1) Broken with complete separation in the bay area accompanied by sagging floor, rail or crossmember; or broken with loose, working (movement under stress) or missing fasteners at side posts adjacent to the crack. (393.201(a))

NOTE: The lower rail of a van or open-top trailer can become gouged, chunked or bent during operation. These are superficial damages only and do little to degrade the rail's strength or integrity.

(2) Drop frame trailers showing twists, bends or fatigue cracking at the drop frame's elevation changes. (393.201(a))

c. Floor Crossmembers

(1) Three or more adjacent broken, and/or completely detached from and sagging below the lower rail in the bay area. (393.201(a))

(2) Broken floor accompanied by protruding freight and sagging crossmembers. (393.201(a))

d. Side Panels on Fiberglass Reinforced Plywood Trailers

Damage in the bay area that penetrates completely through the fiberglass and plywood resulting in a sagging lower rail. (393.201(a))

NOTES: The following apply to all items under "Van and Open-Top Trailer Bodies."

1. These conditions are only considered out of service if the failure is in the bay area (aft of kingpin coupler plate and forward of the axle sub frame rails).

2. Trailers 30 feet (9.14 m) or less in length have a short bay area and are not as susceptible to catastrophic failures; therefore, only rail breaks accompanied by a sagging floor, rail or crossmember are out of service for them.

3. Rail, post, bow, crossmember and side/front panel damage in areas outside the bay area are not imminently hazardous and should not be considered out of service unless they lead to conditions described in other items of the North American Standard Out-of-Service Criteria.

14. WHEELS, RIMS AND HUBS

a. Lock or Side Ring

Bent, broken, cracked, improperly seated, sprung or mismatched ring(s). (393.205(a))

b. Rim Cracks

Any circumferential crack. (393.205(a))

c. Disc Wheel Cracks

(1) Any crack exceeding 3 inches (76.2 mm) in length. (393.205(a))

(2) A crack extending between any two holes (hand holes, stud holes and center holes). (393.205(a))

(3) Two or more cracks anywhere on the wheel. (393.205(a))

d. Bolt/Stud Holes (Disc Wheels)

Any visible elongated bolt/stud hole. (393.205(b))

e. Spoke Wheel Cracks

(1) Two or more cracks more than 1 inch (25.4 mm) long across a spoke or hub section. (393.205(a))

(2) Two or more web areas with cracks. (393.205(a))

f. Tubeless Demountable Adapter Cracks

(1) A crack exceeding 3 inches (76.2 mm). (393.205(a))

(2) Cracks at three or more spokes. (393. 205(a))

g. Wheel Fasteners

Loose, missing, broken, cracked or stripped wheel fasteners that are ineffective as follows: for 10 fastener positions - 3 anywhere or 2 adjacent; for 8 fastener positions or less - 2 anywhere (this applies to both spoke and disc wheels). (393.205(c))

h. Welds

(1) Any cracks in welds attaching disc wheel to rim. (393.205(a))

(2) Any crack in welds attaching tubeless demountable rim to adapter. (393.205(a))

(3) Any welded repair on any aluminum wheel(s). (396.3(a)(1))

(4) Any welded repair other than disc to rim attachment on steel disc wheel(s). (396.3(a)(1))

i. Hubs

(1) When any bearing (hub) cap, plug or filler plug is missing or broken allowing an open view into hub assembly. (396.3(a)(1))

(2) Smoking from wheel hub assembly due to bearing failure. (396.3(a)(1))

NOTE: Refer to "Brake Systems – Brake Smoke/Fire," as the cause may be the brakes or a problem in the hub and bearing area.

(3) When any wheel seal is leaking. This must include evidence of wet contamination of the brake friction material and accompanied by evidence that further leaking will occur. (396.5(b))

NOTE: Refer to the applicable contaminated friction material criterion in "Brake Systems", when condition is present.

NOTE: Grease/oil on the brake lining edge, back of shoe, or drum edge and oil stain with no evidence of fresh oil leakage are not conditions for out of service.

Operational Policy 15 – Part II, Regulatory Guidance 14.b.(1) – Leaking inner wheel seal

(4) Lubricant is leaking from the hub and is present on the wheel surface (caused by a loose hub cap or hub cap bolts, or hub cap damage) accompanied by evidence that further leakage will occur. (396.5(b))

(5) No visible or measurable amount of lubricant showing in hub. (396.5(a))

Operational Policy 15 – Part II, OOS Frequently Asked Questions 14.a.(1) – Removing a Wheel/Chaining Up an Axle

15. WINDSHIELD WIPERS

Any power unit that has an inoperative wiper or missing, or damaged parts that render it ineffective on the driver's side. (Applicable only in inclement weather requiring use of windshield wipers.) (393.78)

16. BUSES, MOTORCOACHES, PASSENGER VANS OR OTHER PASSENGER-CARRYING VEHICLES – EMERGENCY EXITS/ELECTRICAL CABLES AND SYSTEMS IN ENGINE AND BATTERY COMPARTMENTS/SEATING (TEMPORARY AND AISLE SEATS)

a. Emergency Exits

(1) A required emergency exit, as determined by the emergency exit calculation/formula, has one of the following conditions:

(a) Missing. (393.62)

(b) Inoperative (does not open, close and/or secure as designed). (393.62)

(c) Not properly marked. (393.62)

(d) Obstructed (includes obstructions of the markings, release mechanism and/or the opening of the emergency exit). (393.62)

(2) A marked emergency exit has one of the following conditions:

(a) Inoperative (does not open, close and/or secure as designed). (393.62)

(b) Obstructed (includes obstruction of the markings, release mechanism and/or the opening of the emergency exit). (393.62)

Inspection Bulletin 2015-09 — Motorcoach Emergency Roof Hatch Inspections

Inspection Bulletin 2022-04 — Passenger Carrier Vehicle Emergency Exit Inspection

b. Electrical Cables and Systems in Engine and Battery Compartments

(1) Electrical cable insulation chafed, frayed, damaged or burnt, causing bare cable to be exposed. (393.28)

(2) Missing or damaged protective grommets insulating electrical cables through metal compartment panels. (393.28)

(3) Broken or unsecured mounting of electrical components. (396.3(a)(1))

(4) Electrical cables unsupported, hanging or missing clamps that may cause a chafing or frayed condition. (393.28)

Operational Policy 15 – Part II, Regulatory Guidance XX.b.(6) – Wiring Violations

NOTE: A cable is the power-conveying part of a high wattage/voltage electrical system. It usually has no circuit overload protection included in the system (e.g., battery to electrical starter or alternator to battery).

c. Loose and/or Temporary Seating

(1) No bus, motorcoach, passenger van or other passenger-carrying vehicle:

(a) Shall be equipped with aisle seats unless such seats are so designed and installed as to automatically fold and leave a clear aisle when they are unoccupied. (393.91)

(b) Shall be operated if any temporary seating, occupied or not, therein is not secured to the vehicle in a workman-like manner. This includes the use of items not designed for use as seats in vehicles, including but not limited to, milk crates, folding chairs, plastic steps or plastic stools. (393.91)

(c) Shall be operated with the presence of any seating, whether secured or unsecured, in excess of the manufacturer's (manufacturer, remanufacturer, or final stage manufacturer) designed seating capacity. (390.33)

NOTE: (a), (b) or (c) does not apply to mobility devices (such as wheelchairs) secured in vehicles using proper tiedowns.

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Part III

NORTH AMERICAN STANDARD HAZARDOUS MATERIALS/DANGEROUS GOODS OUT-OF-SERVICE CRITERIA

POLICY STATEMENT

The purpose of this part is to provide criteria for the abatement of unsafe conditions in the transportation of HM/DG and is based upon the presence of any condition(s) that fail(s) to communicate the hazard(s) or is an imminent hazard.

Except where state, provincial, territorial or federal laws preclude enforcement of a named item, motor carrier safety enforcement personnel and their jurisdictions shall comply with these OOS violation standards.

OUT OF SERVICE: Authorized personnel shall declare out of service any commercial motor vehicle that, by reason of a HM/DG violation(s), presents an imminent hazard precluding safe operation of a commercial motor vehicle. The vehicle is out of service until the condition is corrected complying with applicable regulations. If, at the discretion of the inspector, it is less hazardous to the public to relocate the vehicle, it shall be towed, transported or escorted to a safer location.

"Imminent hazard" means the existence of any condition of a vehicle or cargo relating to hazardous materials/dangerous goods that presents a substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property or the environment may occur.

When a vehicle is declared out of service for a condition, all violations that contributed to the specific OOS condition must be repaired (e.g., a vehicle declared out of service for 50% or more missing placards must have all missing placards replaced prior to being released).

An OOS condition cannot be corrected by creating a new violation (e.g., if a vehicle is declared out of service for two missing placards, an otherwise compliant placard cannot be removed from another vehicle in the combination if such removal would create a violation on that other vehicle).

When a U.S. DOT/Transport Canada specification cargo tank inspection is completed in conjunction with the North American Standard Level I and/or Level V Inspection, CVSA decals shall not be issued to U.S. DOT/Transport Canada specification cargo tank vehicles found to have violations of the following:

- **Retest Requirements**
- **Cargo Tank Authorization**
  - **Does not include specification shortages**
- **Manhole Covers**
- **Internal Valves**
- **Discharge Valves**
- **Cargo Tank Integrity**
- **Supports and Anchoring**
- **Double Bulkhead Drains**
- **Ring Stiffeners**
- **Rear End Protection**
- **Emergency Flow Control**
- **Piping and Protection**
- **Overturn Protection**
- **Venting**

1. SHIPPING PAPERS

a. General

Transporting HM/DG not accompanied by a shipping paper clearly identifying the specific HM/DG being transported.

NOTE: An error in the shipping description or an incomplete shipping description that will not impede emergency response does not constitute an OOS condition.

Inspection Bulletin 2020-03 – Identifying Undeclared Hazardous Materials Shipments

Inspection Bulletin 2021-02 – Transportation of the COVID-19 Vaccine

Inspection Bulletin 2022-02 – Identifying Undeclared Lithium Battery Shipments

2. PLACARDING

a. Placards Displayed on a Transport Vehicle

(1) 50% or more of the required placards for a hazard class are missing.

(2) Any placard(s) misrepresent(s) the HM/DG being transported.

NOTE: For this OOS item to apply, HM/DG must be present.

Inspection Bulletin 2017-03 – Display of GHS Labels on Bulk Packages

Inspection Bulletin 2022-06 – Placards on Flammable and Combustible Liquids

3. BULK PACKAGES/LARGE MEANS OF CONTAINMENT

a. Internal Valve (Missing)

The internal valve is missing when required.

b. Internal Valve (Open)

The internal valve is in the open position.

c. Bulk Package/Large Means of Containment Selection

Transporting HM/DG in a bulk package/large means of containment not authorized/ selected for the material being transported. Unless otherwise indicated herein, specification shortages shall not disqualify an otherwise authorized/selected package.

d. Venting Devices, Manhole Covers, Fill/Inspection Openings and Discharge Valves

Missing or improperly secured venting devices, manhole covers, fill/inspection openings or discharge valves.

NOTE: An OOS condition exists when any of the manhole cover's securement devices are missing or unsecured.

Inspection Bulletin* 2022-05 – *Dust Caps on 400-Series Low-Pressure Cargo Tanks

e. Bulk Package/Large Means of Containment Integrity

HM/DG leaking from a bulk package/large means of containment (including associated piping).

Inspection Bulletin* 2023-04 – *Inspector Safety when Inspecting Compressed or Liquid Natural Gas or Hydrogen in Bulk Packages

f. Supports and Anchoring

More than 25% of the supporting and/or anchoring mechanisms are ineffective.

NOTE: A bulk package which is also an intermodal container must also be secured in accordance with "Cargo Securement" in Part II.

4. TRANSPORT VEHICLE MARKINGS

a. ID Numbers Displayed on a Transport Vehicle

(1) 50% or more of the required ID numbers are missing for each material.

(2) Any ID number misrepresents the material transported.

NOTE: An ID number appropriately displayed on an orange panel or incorporated with a placard (U.S. and Canada) or on a white square-on-point (U.S. only) that is visible on a bulk package, satisfies the requirement to display for the direction it is visible.

NOTE: In Canada, required placards and markings must be displayed on four sides of all large means of containment.

NOTE: For this OOS item to apply, HM/DG must be present.

5. POISON INHALATION HAZARD MARKINGS

a. Non-Bulk Packaging/Small Means of Containment

Required markings are missing or illegible.

b. Bulk Packaging/Large Means of Containment

Required markings are missing or illegible.

6. NON-BULK PACKAGING/SMALL MEANS OF CONTAINMENT

a. Package Integrity

HM/DG leaking in or from a package.

7. LOADING AND SECUREMENT

a. Blocking and Bracing

Transporting HM/DG not blocked, braced or secured as required by applicable regulation.

NOTE: Any shifting likely to adversely affect HM/DG package integrity, under conditions normally incident to transportation.

b. Product Compatibility

Transporting incompatible commodities constitutes an OOS condition, unless otherwise excepted.

c. Poison/Edible Materials

Transporting packages requiring "poison/toxic" or "poison/toxic –inhalation hazard" label(s) in the same vehicle with food, feed or other edible materials intended for consumption by humans or animals constitutes an OOS condition, unless otherwise excepted.

NOTE: When initiating an OOS action, contact proper health authority within your jurisdiction.

8. FORBIDDEN MATERIALS

a. Forbidden Materials

Transporting forbidden materials.

9. RADIOACTIVE MATERIALS – RADIATION LEVELS

a. Measured at Surface of Vehicle

Measurement exceeds 2mSv/hr (200 mrem/hr), at accessible surface of vehicle.

NOTE: When initiating OOS action, contact the appropriate health physicists, or radiation agency within your jurisdiction.

10. EMERGENCY RESPONSE ASSISTANCE PLAN (In Canada Only)

a. Emergency Response Assistance Plan

(1) HM/DG are transported in Canada without an approved ERAP, when required.

(2) An ERAP reference number or implementation telephone number is missing on the shipping document, when required.

Part IV

NORTH AMERICAN STANDARD ADMINISTRATIVE OUT-OF-SERVICE CRITERIA

POLICY STATEMENT

The purpose of this part is to identify violations that prohibit the motor carrier from operating the commercial motor vehicle until the condition is corrected. The violations in this section are important aspects of the motor carrier's ability to operate lawfully and to help enforcement personnel in maintaining uniformity across the industry.

The necessity for all enforcement personnel to implement and adhere to these standards is: (1) a matter of law; (2) perceived as necessary by the society we are charged with protecting; and (3) a professional obligation if substantial enhancement in the safety of commercial motor vehicle operators is to be achieved.

Except where state, provincial, territorial or federal laws preclude enforcement of a named item, motor carrier safety enforcement personnel and their jurisdictions shall comply with these OOS violation standards.

OUT OF SERVICE: Authorized personnel shall declare out of service any commercial motor vehicle presenting an imminent hazard precluding safe operation of the commercial motor vehicle until a required condition is met.

"Imminent hazard" means the existence of any condition of the commercial motor vehicle operation that substantially increases the likelihood of serious injury if not discontinued immediately.

1. OPERATING AUTHORITY

Operating a commercial motor vehicle without the required operating authority or beyond the scope of the motor carrier's operating authority. (Authority Required - 392.9a(a)(1) or Beyond Scope - 392.9a(a)(2)) **Declare vehicle out of service until the proper operating authority is obtained.**

2. INACTIVE/NO USDOT NUMBER

a. Inactive USDOT Number

When required to have a USDOT number, operating a commercial motor vehicle with a de-activated or inactive USDOT number. (392.9b(a)) **Declare vehicle out of service until USDOT number is active.**

b. No USDOT Number

Operating a commercial motor vehicle with no USDOT number when required and a history of operating a commercial motor vehicle with no USDOT number when required. (392.9b(a)) **Declare vehicle out of service until a USDOT number has been obtained.**

Inspection Bulletin 2021-03 – Identifying the Motor Carrier

3. MEXICO-DOMICILED CARRIERS OPERATING IN THE U.S.

A Mexico-domiciled carrier (USDOT X Number) granted provisional operating authority pursuant to 49 CFR 365 operating a commercial motor vehicle in the United States that does not display a current CVSA decal on the power unit. (385.103(c)) **Declare vehicle out of service until the vehicle satisfactorily passes an inspection and a CVSA decal is issued.**

4. U.S. FEDERAL OUT-OF-SERVICE ORDERS

Operating a commercial motor vehicle while an existing motor carrier out-of-service order, issued by FMCSA is in effect. (Choose from the list of 14 sections of the FMCSRs listed on the following page.) **Declare vehicle out of service until such time as the motor carrier out-of-service order issued by FMCSA has been satisfied.**

Description	FMCSR Section
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	385.13(a)(1)
UNSAT/UNFIT – Passenger Carriers	385.13(a)(1)
UNSAT/UNFIT – Property Carriers	385.13(a)(2)
New Entrant – Failure to Respond to Expedited Action Notification	385.308(d)
New Entrant – Failure of Safety Audit	385.325(c)
New Entrant – Refusal of Audit/No Contact	385.337(b)
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 Carrier – Suspended Operating Authority for UNSAT Rating or Failed Safety Audit	385.111(c)(1)
MX Carrier – Revoked Operating Authority	385.111(c)(2)

Enforcement Guidance: All out-of-service orders must be confirmed. Vehicles shall only be declared out of service after online or telephonic verification of the motor carrier's out-of-service order.

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***Appendix**

NORTH AMERICAN STANDARD OUT-OF-SERVICE CRITERIA

POLICY STATEMENT

The information contained/included in this Appendix is provided as a reference and/or guidance on roadside commercial motor vehicle enforcement activities and CVSA decal applicability and application. For more detailed and current information regarding the roadside North American Standard Inspection Program, refer to the Alliance bylaws, operational policy, and/or inspection procedures.

*North American Standard Inspection Levels

Level I

North American Standard Inspection – An inspection that includes examination of driver's license; Medical Examiner's Certificate and Skill Performance Evaluation Certificate (if applicable); alcohol and drugs; driver's record of duty status, as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; cargo securement; coupling devices; driveline/driveshaft; driver's seat; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motor coaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in engine and battery compartments, seating (temporary and aisle seats), HM/DG and specification cargo tank requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo tank inspectors, as applicable.

***NOTE:** If more than 20% the brakes cannot be inspected, then the inspection would not be considered a Level I Inspection and shall be identified as a Level II Inspection.

NOTE: A 5-axle vehicle combination with one axle not measured will still require two defective brakes to be placed out of service under the 20% criteria.

Level II

Walk-Around Driver/Vehicle Inspection – An examination that includes each of the items specified under the North American Standard Level II Walk-Around Driver/Vehicle Inspection Procedure. As a minimum, Level II Inspections must include examination of: driver's license; Medical Examiner's Certificate and Skill Performance Evaluation Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; cargo securement; coupling devices; driveline/driveshaft; driver's seat; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motor coaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in engine and battery compartments, seating (temporary and aisle seats), and HM/DG requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo tank inspectors, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items that can be inspected without physically getting under the vehicle.

Level III

Driver/Credential/Administrative Inspection – An examination that includes those items specified under the North American Standard Level III Driver/Credential/Administrative Inspection Procedure. As a minimum, Level III Inspections must include, where required and/or applicable: examination of the driver's license; Medical Examiner's Certificate and Skill Performance Evaluation Certificate; driver's record of duty status; hours of service; seat belt; vehicle inspection report(s); carrier identification and status.

NOTE: Mechanical equipment violations specific to a Level I or Level II Inspection should not be included in a Level III Inspection. If applicable, traffic violations/infractions should be included on a Level Ill Inspection.

Level IV

Special Inspections – Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

Level V

Vehicle-Only Inspection – An inspection that includes each of the vehicle inspection items specified under the North American Standard Level I Inspection, without a driver present, conducted at any location.

Level VI

North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities of Radioactive Material – An inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements, and the North American Standard Out-of-Service Criteria for Transuranic Waste and Highway Route Controlled Quantities of Radioactive Material.

As of Jan. 1, 2005, all vehicles and carriers transporting HRCQ of radioactive material are regulated by the U.S. DOT and required to pass the North American Standard Level VI Inspection.

Previously, U.S DOE voluntarily complied with the North American Standard Level VI Inspection Program requirements.

Select radiological shipments include HRCQ of radioactive material as defined by Title 49 CFR Section 173.403. And, because only a small fraction of transuranics are HRCQ, U.S DOE decided to include its transuranic waste shipments in the North American Standard Level VI Inspection Program.

Level VII

Jurisdictional Mandated Commercial Vehicle Inspection – An inspection that is a jurisdictional mandated inspection program that does not meet the requirements of any other level of inspection. An example will include inspection programs such as, but not limited to: school buses; limousines; taxis; shared ride; hotel courtesy shuttles; and other intrastate/intraprovincial operations. These inspections may be conducted by CVSA-certified inspectors, other designated government employees or jurisdiction approved contractors. Inspector training requirements shall be determined by each jurisdiction. No CVSA decal shall be issued for a Level VII Inspection, but a jurisdiction-specific decal may be applied.

Level VIII

North American Standard Electronic Inspection – An examination that includes those items specified under the North American Standard Electronic Inspection Procedure. An electronic inspection must include, where required and/or applicable, a descriptive location, including GPS coordinates; electronic validation of who is operating the vehicle; appropriate driver's license class and endorsement(s) for vehicle being operated; license status; valid Medical Examiner's Certificate and Skill Performance Evaluation Certificate; current driver's record of duty status; hours-of-service compliance; USDOT or (Canada) NSC number; power unit registration; operating authority; Unified Carrier Registration compliance; and federal out-of-service orders.

The North American Standard Level VIII Electronic Inspection is an inspection conducted electronically or wirelessly while the vehicle is in motion without direct interaction with an enforcement officer. To be considered a complete Level VIII Electronic Inspection, a data exchange must include each of the required and/or applicable data points listed in the CVSA North American Standard Level VIII Electronic Inspection definition.

The purpose of the Level VIII Inspection is to improve safety by increasing the number of interactions a jurisdiction has with industry and by providing additional options and strategies that allow jurisdictions to leverage technology while also increasing efficiency for industry.

Qualifying for CVSA Decals

General

The North American Standard Level I and/or Level V are the only inspections that may result in issuance of a CVSA decal. To qualify for a CVSA decal, a vehicle must not have any critical vehicle inspection Item violations contained in CVSA Operational Policy.

Inspections must be performed, and CVSA decals affixed by North American Standard Level I and/or Level V certified inspectors. The term "certified" means the government employee performing inspections and/or affixing CVSA decals must have first successfully completed a training program approved by the Alliance. CVSA decals, when affixed, shall remain valid for a period not to exceed three consecutive months. Vehicles displaying a valid CVSA decal generally will not be subject to re-inspection.

However, nothing shall prevent re-inspection of a vehicle or combination of vehicles bearing valid CVSA decals, under the conditions specified in the section titled, "Vehicle Re-Inspections."

Critical Vehicle Inspection Items

- Brake Systems
- Cargo Securement
- Coupling Devices
- Driveline/Driveshaft
- Driver's Seat (Missing)
- Exhaust Systems
- Frames
- Fuel Systems
- Lighting Devices (Headlamps, Tail Lamps, Stop Lamps, Turn Signals and Lamps/Flags on Projecting Loads)
- Steering Mechanisms
- Suspensions
- Tires
- Van and Open-Top Trailer Bodies
- Wheels, Rims and Hubs
- Windshield Wipers
- Buses, Motorcoaches, Passenger Vans or Other Passenger-Carrying Vehicles – Emergency Exits/Electrical Cables and Systems in Engine and Battery Compartments/Seating (Temporary and Aisle Seats)

Rear Impact Guards – When a required rear impact guard is inspected during a North American Standard Level I or V Inspection, a CVSA decal shall not be issued if violations are present.

Raised Lift Axle(s)

Raised lift axles are to be inspected to ensure all components are secure and for conditions that adversely affect the vehicle's operation (e.g., air leaks and air hoses, etc.). These defects shall be recorded as violations on the inspection report and declared out of service, if applicable.

For any other critical vehicle inspection item defect discovered on the raised axle, the vehicle is not eligible to receive a CVSA decal and the defect should be documented in the notes section of the inspection report. The raised lift axle shall not be included in determining the total number of brakes on a vehicle combination for the 20% service brake calculation. If the raised lift axle is required to be lowered to comply with regulatory requirements in order to continue operation, the operator has the option to adjust or offload cargo. Otherwise the axle is subject to inspection.

Brake Measurements

It shall be the policy of CVSA to record on an inspection form, all brake measurements, if obtained during a North American Standard Inspection. If a brake measurement was not obtained due to a hidden component, then "NM" shall be documented for that wheel-end brake as well as being noted on the inspection report that it was not measured due to a hidden component. Brakes not measured will be considered compliant and still included in the 20% calculation.

NOTE: The marking and measuring of pushrod travel is not required if a PBBT test has been completed.

CVSA Decals on Cargo Tanks

When a U.S. DOT/Transport Canada specification cargo tank inspection is completed in conjunction with North American Standard Level I and/or Level V Inspection, CVSA decals shall not be issued to U.S. DOT/Transport Canada specification cargo tank vehicles found to have violations of the following:

- Retest Requirements
- Cargo Tank Authorization
    - Does not include specification shortages
- Manhole Covers
- Internal Valves
- Discharge Valves
- Cargo Tank Integrity
- Supports and Anchoring
- Double Bulkhead Drains
- Ring Stiffeners
- Rear End Protection
- Emergency Flow Control
- Piping and Protection
- Overturn Protection
- Venting

***Vehicle Inspections**

Each vehicle (motorcoach, school bus, other bus, truck, truck tractor, semi-trailer, trailer, converter dollies, etc.) used singularly or in combination may qualify for a CVSA decal if it passes inspection, and a CVSA decal shall be applied. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found in the critical vehicle inspection items. In addition, when a required rear impact guard is inspected during a North American Standard Level I or V Inspection, a CVSA decal shall not be issued if violations are present.

For the purpose of a CVSA decal issuance, if no violation is detected during a North American Standard Level I or Level V Inspection due to a hidden part, other than pushrod stroke measurements, of the listed critical vehicle inspection Items, then a CVSA decal shall be applied. However, if more than 20% of the brakes are not inspected, then a CVSA decal shall not be applied. An inspector can still apply a CVSA decal even though his/her jurisdiction does not allow for the inspection of gaseous fuel systems.

The CVSA decal criteria apply only to the condition of the vehicle, not the driver. It is possible for a driver to be out of service and still have his or her vehicle qualify for a CVSA decal.

Vehicle Re-Inspections

A critical vehicle inspection item violation(s) (out of service or otherwise) noted during a CVSA Level I Inspection that is successfully repaired on-site and re-inspected by the same inspector at the same inspection location will qualify for a CVSA decal as long as all previously noted critical vehicle inspection item violation(s) have been properly repaired. In such instances, only a re-inspection of the repaired violation(s) shall be done with a decal being applied to the vehicle and properly noted upon the original inspection.

Any vehicle that is repaired off-site or inspected by a different inspector shall be required to have a complete inspection conducted in order to obtain a CVSA decal.

Nothing within this policy shall require an inspector to re-inspect a vehicle, with that decision being left to the individual inspector and his/her agency.

For the purposes of uniformity in the application of this section and maximum maintenance of the reciprocity standard, re-inspection of a vehicle bearing a current and valid CVSA decal is contemplated under the following circumstances:

1. A North American Standard critical vehicle inspection item or OOS violation is detected.
2. A North American Standard Level IV (Special Inspection) exercise is involved.
3. A statistically based random inspection technique is being employed to validate an individual jurisdiction or regional OOS percentage.
4. Re-inspections are conducted to maintain CVSA North American Standard Inspection quality assurance.

***Required Repairs for Out-of-Service Notices**

The following shall be the policy regarding required repairs for out-of-service notices:

No motor carrier shall require nor shall any person operate nor any inspector release any commercial motor vehicle declared out of service until all repairs required by the out-of-service notice have been satisfactorily completed to where a violation(s) no longer exists.

When a vehicle is declared out of service for a condition resulting from an accumulation of violations, all violations that contributed to the specific OOS condition must be repaired (e.g., a vehicle or vehicles in combination declared out of service for 20% defective brake violations must have all the 20% defective brake violations repaired prior to being released; or, a vehicle declared out of service for two tires at less than 1/32 inch (0.8 mm) tread depth must have both tire violations repaired prior to the vehicle being released, etc.). Once all of the contributing OOS violations have been repaired on any vehicle in a combination, that specific vehicle in the combination is no longer considered to be out of service.

An OOS condition cannot be corrected by creating a new violation (e.g., if a vehicle is declared out of service for three missing wheel fasteners on one wheel, wheel fasteners from other wheels cannot be removed to correct this OOS condition, etc.).

When a vehicle is declared out of service, it may not be moved under its own power to a place of repair. The following are three exceptions:

1. Vehicles transporting HM/DG that require placarding may be escorted to a repair facility or safe parking place.

2. When the imminently hazardous condition is automatically removed by the disconnection of the towing vehicle from a towed vehicle, the towing vehicle(s) may be moved. When such out-of-service towing vehicle(s) are operated, the examination report must carry the notation, "Vehicle(s) with the OOS condition shall not be operated in combination with another vehicle until repaired." In these instances, a CVSA decal will not be issued.

   There are three mechanical defect conditions, which meet this criterion:
   a. Defective coupling mechanism on the towing vehicle
   b. Defective trailer supply valve, as long as the tractor protection valve is functional
   c. Defective emergency or service brake hoses, or tubing between towing vehicle and trailer(s)

*3. Vehicles transporting passengers that have been declared out of service for emergency exits that are missing, inoperative, not properly marked or obstructed may be moved by driver to a location where the OOS condition can be repaired. At no time will the vehicle be moved in this condition with passengers aboard.

***Location of CVSA Decals**

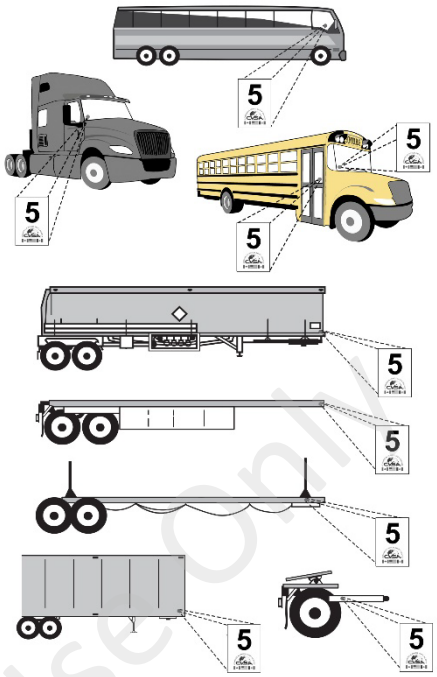
The location for affixing a CVSA decal on a power unit shall be on the lower right corner of the exterior surface of the passenger's windshield.

The location for affixing a CVSA decal on trailing units (trailers, full trailers, semi-trailers, converter dollies, etc.) shall be on the lower corner of the passenger side as near to the front as possible.

The location for a CVSA decal on a cargo tank semi-trailer shall be at eye-level near the front passenger side of the cargo tank and on the lower corner of the exterior surface of the passenger's windshield of a straight truck.

The location for a CVSA decal on passenger-carrying vehicles shall be on the glass portion (window) of the passenger door as close to inspector's eye-level as possible.

The location for a CVSA decal on school buses may be on the lower right corner of the passenger's windshield or on the glass portion (window) of the passenger door as close to inspector's eye-level as possible.



Any expired CVSA decal shall be removed before a new CVSA decal is affixed.

CVSA Decal Application

The quarter in which an inspection is performed is indicated by the color of the CVSA decal issued.

Inspection Period	Color Code
January, February, March	Green
April, May, June	Yellow
July, August, September	Orange
October, November, December	White

The year of issuance shall be indicated by using the last number of the calendar year (e.g., 2025 shall be indicated by the number "5") and shall be printed at the top portion of the sticker, with the CVSA trademark logo printed directly below.

CVSA decals affixed on the first month of a new calendar quarter must have both upper corners removed. Those issued during the second month of the same quarter must have the upper right corner removed. No corners are removed from those CVSA decals issued during the last month of a calendar quarter.

CVSA decals, affixed, will remain valid for the month of issuance plus two months. For example, a CVSA decal issued on July 28 will expire September 30.

In general, vehicles displaying a valid CVSA decal are not subject to re-inspection. However, if a critical vehicle inspection item violation is detected on a vehicle with a current CVSA decal, nothing prohibits inspection of the vehicle.

Should inspection of a vehicle displaying a valid CVSA decal disclose vehicle maintenance inconsistent with the minimum inspection criteria, the CVSA decal must be removed. However, if the critical vehicle inspection item violation(s) found are repaired at the scene, the CVSA decal would not have to be removed. In those instances where a complete re-inspection is performed and no critical vehicle inspection item violations are detected or if the items are corrected at the scene, a new CVSA decal should be applied.

*Inspection Bulletins

***2024-02** — Hydrogen Fuel Cell Electric Commercial Motor Vehicle Inspections
(Created 09-12-2024)

2023-04 — Inspector Safety when Inspecting Compressed or Liquid Natural Gas or Hydrogen in Bulk Packages (Created 04-27-2023)

2023-03 — Hill Start Aid/Brake Hold Modes on Power Units
(Created 04-27-2023)

2023-02 — Automatic Tire Inflation and Tire Pressure Monitoring Systems
(Created 04-27-2023)

2022-06 — Inspecting Placards on Flammable and Combustible Liquids
(Created 12-14-2022)

2022-05 — Dust Caps on 400-Series Low-Pressure Cargo Tanks
(Revised 06-21-2023)

***2022-04 —** Passenger Carrier Vehicle Emergency Exit Inspection
(Revised 09-12-2024)

***2022-03 —** The Federal Motor Carrier Safety Administration's Safe Driver Apprenticeship Pilot Program
(Revised 06-18-2024)

2022-02 — Identifying Undeclared Lithium Battery Shipments
(Created 07-25-2022)

***2021-05 —** Acceptance of Electronic Documents
(Revised 04-18-2024)

2021-04 — Mexican Federal Licenses
(Created 04-29-2021)

***2021-03 —** Identifying the Motor Carrier
(Revised 09-12-2024)

2021-02 — Transportation of the COVID-19 Vaccine
(Created 01-08-2021)

2020-05 — Securement of Roll-on/Roll-off, Hook-Lift and Lugger Containers on Vehicles
(Created 09-28-2020)

2020-04 — Commercial Driver's License Queries Should Be Conducted Through CDLIS
(Revised 06-16-2020)

2020-03 — Identifying Undeclared Hazardous Materials Shipments
(Created 02-07-2020)

2020-02 — Roadside Examination of Drug and Alcohol Clearinghouse Status
(Revised 09-02-2021)

***2019-04 —** Federal Motor Carrier Safety Administration Under-21 Military CDL Pilot Program
(Revised 06-18-2024)

2019-03 — Evolving Commercial Vehicle Tire Design Tread Depth Measurement Inspection
(Created 09-26-2019)

2019-02 — 2013-2018 Dodge Ram 2500/3500 Drag Link Assembly Welds
(Created 08-14-2019)

2018-04 — Air Disc Brake Inspection
(Created 09-27-2018)

2018-03 — Doleco USA Textile Link Tiedown Assembly
(Created 09-27-2018)

2018-02 — Motorcoach Monocoque Frame/Suspension Inspections
(Revised 04-01-2019)

2017-05 — U.S. Electronic Logging Devices
(Revised 09-21-2023)

2017-04 — Medical Certification Information Available in Nlets
(Created 12-06-2017)

2017-03 — Display of GHS Labels on Bulk Packages
(Created 09-21-2017)

***2017-02 —** Securement of an Intermodal Container on a Container Chassis Vehicle
(Revised 04-18-2024)

2016-01 — Canadian Driver's Licenses and Required Proof of Medical Certification
(Revised 04-27-2023)

2015-09 — Motorcoach Emergency Roof Hatch Inspections
(Revised 04-27-2017)

2015-08 — Advancement in Motorcoach Air Brake Systems
(Revised 04-04-2019)

2015-07 — How to Properly Identify Shipper Violations
(Revised 04-27-2017)

***2015-06 —** Electric-Drive Commercial Motor Vehicle Inspections
(Revised 09-12-2024)

2015-05 — Advanced 6 x 2 Tractor Inspections
(Revised 04-27-2017)

***2015-04 —** Enforcement of Medical Examiner's Certificate Integration with the Commercial Driver's License (Revised 04-01-2025)

2015-03 — Safety Inspection Procedures for Vehicles Equipped with Air Suspension
(Revised 04-27-2017)

2015-02 — Safety Procedure for Lift Axle Inspection
(Revised 04-27-2017)

2014-02 — Identification of Long Stroke Brake Chambers or Brake Adjustment Limit Markings
(Revised 04-27-2017)

2014-01 — Driveline/Driveshaft Inspections
(Revised 04-01-2019)

2013-02 — Antilock Brake Systems Inspections
(Revised 09-22-2022)

2012-06 — Identifying Intermodal Equipment Providers for Intermodal Chassis
(Revised 10-22-2018)

2012-05 — Automatic On-Board Recording Devices
(Revised 09-28-2020)

***2012-04 —** Hydraulic/Electric/Surge Brake System and Light-Duty Trailer Inspection Procedure
(Revised 04-18-2024)

2012-02 — Brake Pedal (Valve and Treadle Assembly) Inspections
(Revised 04-27-2017)

2010-05 — MCI Buses with Detroit Diesel Engines
(Revised 04-27-2017)

2010-03 — Rack and Pinion Steering System Inspection
(Revised 04-01-2019)

2010-02 — Inspection of Vehicles Equipped with 2007 or Later EPA-Certified Engines
(Revised 04-27-2017)

***2010-01 —** Tractor Protection Systems
(Revised 09-12-2024)

2006-01 — Worn Camshaft Bushings
(Revised 04-01-2024)

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***OPERATIONAL POLICY 15**
INSPECTION AND REGULATORY GUIDANCE

PURPOSE

Operational Policy 15 is intended to provide inspection and regulatory guidance pertaining to driver-vehicle inspections when using the recommended North American Standard Inspection Procedure. It also contains direction related to frequently asked questions related to the North American OOSC.

OBJECTIVES

1. Clarify frequently asked questions related to the OOSC.
2. Provide guidance for regulations on an interim basis until such time as regulations can be amended.
3. Maintain an up-to-date policy to ensure guidances and interpretations outlined in the policy are current.
4. OOS clarifications are outlined as they are referenced in the OOSC.

NOTE: ***Regulatory guidance should be used for all U.S. FMCSRs and in Canada and Mexico where there is not specific regulation to supersede the guidance.***

Documenting violations before the limits specified in the following guidance adversely impacts a carrier's safety rating unnecessarily and requires a carrier to spend time and money to repair a condition that presently does not affect the safe operation of the vehicle. Maintenance issues cannot be recorded as violations.

The following are current interpretations and guidance:

*PART I – DRIVER

*4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS

Regulatory Guidance

*b.(1) When should a violation for failing to possess proof of a medical certificate be documented as an out-of-service violation?

ANSWER: A violation for failing to possess proof of a valid medical certificate when required should be recorded as an out-of-service violation if a driver cannot provide proof of a valid medical certificate before the completion of the inspection.

*9. DRIVER'S RECORD OF DUTY STATUS

Regulatory Guidance

b.(1) How is engine model year determined when inspecting remanufactured and/or rebuilt engines? (U.S. Only)

ANSWER: Pre-2000 engines remanufactured and/or rebuilt after 2000 will retain the original engine model year for the purposes of the ELD exemption.

*b.(2) In the U.S., is an ELD that allows users to operate in manual mode to record their record of duty status (RODS) considered a substitute for the requirement to carry an eight-day supply of blank paper or electronic RODS as required in 395.22(h)(4)?

In Canada, is an ELD that allows users to operate in manual mode to record their RODS considered a substitute for the requirement to carry a 14-day supply of blank paper or electronic RODS as required?

ANSWER: Yes, provided the driver can demonstrate the ELD has manual mode capability.

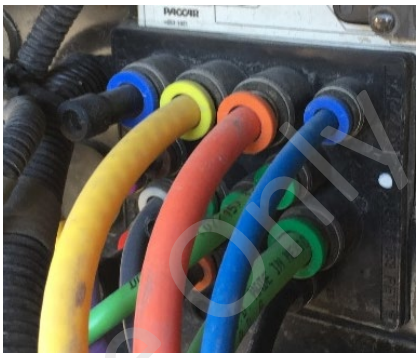
*PART II – VEHICLE

*1. BRAKE SYSTEMS

OOS Frequently Asked Questions

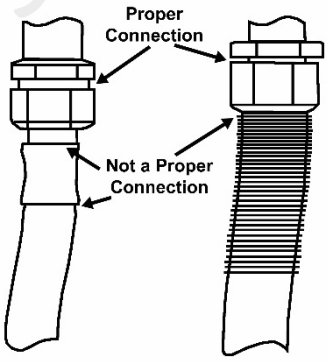
a.(1) What is considered a proper air brake connection?

ANSWER: A proper air brake connection is a gladhand; two metal fittings joined together; or a push-to-connect fitting.

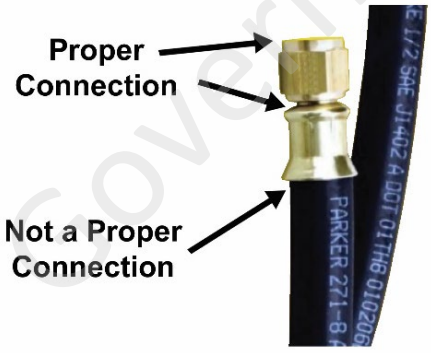


*a.(2) When an air leak is found at a fitting, when should it be placed out of service?

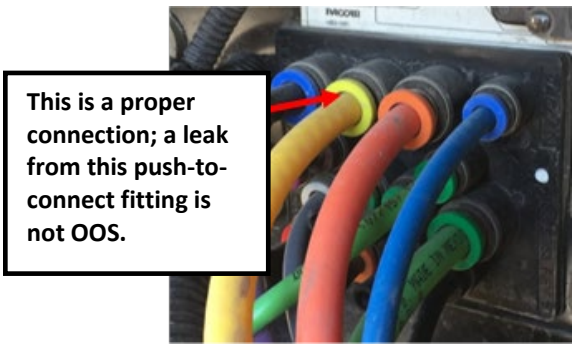
ANSWER: An air hose with a leak at the hose side of a fitting is not considered a proper connection; therefore, it should be placed out of service.



Non-Swivel Fitting



Swivel Fitting



Push-to-Connect Fitting

Regulatory Guidance

b.(1) When should cracks in brake linings (including rust jacking) not be recorded as a violation?

ANSWER: A violation should not be recorded until a crack exceeds the limit specified in the CVSA OOSC, e.g., until a crack exceeds 1/16 inch (1.6 mm) wide or 1 1/2 inch (38.1 mm) in length.

b.(2) When should air hoses and tubing not be documented as a violation for chafing?

ANSWER: A violation should not be recorded until a reduction of the hose diameter is observed. It is not a violation if the hoses/lines rest on, or lightly rub on vehicle components. A hose that is found to have a reduction in diameter but is no longer chafing does not constitute a violation unless damage extending to or through the outer reinforcement ply is observable. When damage extends to or through the outer reinforcement ply, a violation will be recorded (thermoplastic nylon tubing that is discolored or faded but not damaged, is not a violation).

NOTE: If inspectors observe air hoses/lines that appear to be resting on or lightly rubbing on vehicle components, but no observable reduction is present, inspectors should educate the driver that this is a condition that, while not in violation, could lead to a violation/OOS condition in the future and make comments in the notes, only if so inclined.

NOTE: Any chafed air hose or tube that cannot be attributed to the brake system will not be documented as a violation. (e.g. air ride seat).

b.(3) When should an audible air leak in the brake system be documented as a violation?

ANSWER: When a vehicle has an air leak at a proper connection or at an undetermined location, and the vehicle passes the CVSA OOSC air loss rate test, inspectors will record a violation for an air leak on the inspection report.

NOTE: 393.45(d) indicates that the leak has to affect the brake performance under 393.52. Enforcement cannot determine to what extent a leak has to be to affect the brake performance; therefore, any leak in the brake system will be documented as a violation.

NOTE: An audible leak in the brake system, such as a leak discovered when the treadle valve is applied or a leak in a hose from an air reservoir to a relay valve, will be documented under 393.45(d). An audible leak from a brake valve, brake diaphragm or an air reservoir will be documented under 396.3(a)(1)B – Brakes (general) Explain:. Any other leak that cannot be attributed to the brake system or suspension systems (see 393.207(f)) will not be placed out of service and will be documented under 396.3(a)(1).

NOTE: There are advanced tire inflation systems that allow tire pressure to not only increase when the load over an axle is increased, but also to exhaust tire air when the weight is reduced over an axle. This is normal operation for these systems and should not be documented as a violation.

b.(4) How should a violation be documented during an inspection of the brake pedal/treadle valve in the U.S.?

ANSWER: Brake pedal/treadle valve inspection violations should be documented under 396.3(a)(1) in accordance with CVSA Inspection Bulletin 2012-02 – Brake Pedal (Valve and Treadle Assembly) Inspections.

*2. CARGO SECUREMENT

OOS Frequently Asked Questions

a.(1) Shall a tiedown used to secure auxiliary equipment on a heavy vehicle be used in the calculation of the aggregate working load limit?

ANSWER: Yes.

Regulatory Guidance

b.(1) Can a bungee cord or tarp strap be used as a primary means of securing an article of cargo and does it need to be rated and marked with a WLL?

CANADA

ANSWER: Bungee cords and tarp straps are not suitable for use as securement devices and are equally unsuited to having an assigned WLL. There is no intention to prohibit the use of these devices as supplementary restraint for lightweight cargo and equipment.
EXCEPTION: Tarp straps can be used as a primary securement for tarps to cover loads.

UNITED STATES

ANSWER: Bungee cords and tarp straps are not suitable for use as securement for articles of cargo being transported as part of the shipment, even if they have a WLL. There is no intention to prohibit the use of these devices as primary or supplemental restraint for articles, such as tools and supplies, that are not being transported as part of the shipment but are capable of falling from the vehicle if they are not secured. This would include items, such as tarps, dunnage, plastic bottles of automotive fluids (e.g., motor oil, windshield washer fluid, water, etc.) used for the operation of the vehicle, tire irons, tools and any other item that may fall from the vehicle.

b.(2) When should a violation be recorded for a damaged tiedown?

ANSWER: All tiedowns being used to secure cargo (whether they are required or not) that are damaged to the extent outlined in the CVSA OOSC Cargo Securement Tiedown Defect Table will be recorded as a violation. All other tiedowns with damage not yet to that extent will not be recorded.

b.(3) When transporting metal coils with eyes crosswise, other than what is currently outlined in regulation, is there any other means of acceptable securement?

ANSWER: Yes, there is a temporary exemption from the regulations if coils are loaded to contact each other in the longitudinal direction, and relative motion between coils, and between coils and the vehicle, is prevented in accordance with the requirements outlined in the Metal Coil Exemption.

b.(4) Other than general provisions, is there a method to secure baled hay and straw that meets the requirements of 49 CFR 393.102(c) as an equivalent means of securement?

ANSWER: Yes, providing it meets the requirements outlined in the Technical Review available in the Technical Review of Industry Cargo Securement Practices for Square Bales of Hay and Straw Memo.

b.(5) Is stretch film and/or shrink-wrap or banding material an acceptable means of unitizing cargo?

ANSWER: Yes, as long as all of the individual articles in the unit of cargo remain secured inside the surface of the material. Banding material (other than steel strapping) is not considered a securement device and is not sufficient as a primary means of securement.

b.(6) Is a baled, logged or rolled vehicle considered a crushed vehicle for cargo securement specific commodity requirements relative to FMCSR 393.132 and NSC 10, Division 7, Section 90-92?

ANSWER: A crushed vehicle means a vehicle that has been subjected to mechanical compression that reduces the vehicle's height as part of a recycling process, without significantly reducing the vehicle's length or width. A cube of miscellaneous crushed metal must be secured by the general cargo requirements. The specific commodity requirements apply when any number of crushed vehicles are being transported on a transport vehicle.

b.(7) How must a friction mat be marked to show its CoF value?

ANSWER: The CoF, in a numeric value, must be visible (e.g., 0.5g or 0.8g).

b.(8) Does the specific commodity for dressed lumber or similar building products apply to non-unitized building products or the transportation of pallets or packages of engineered wood products, such as beams or trusses?

ANSWER: The regulation/standard does not apply to non-unitized building products or engineered wood products, such as floor joists, beams and trusses. These loads are required to meet the general provision requirements and length and weight requirements in the U.S. regulations and the NSC standards.

b.(9) Can a single chain be used to form two tiedowns with two binders and can the binder be directly attached to the transport unit or the load?

ANSWER: Yes, a single chain can be used to create two tiedowns (the excess chain in between the two tiedowns may be loose) and the binder may be directly attached to the transport unit or the load.

b.(10)Are individual trailers that weigh over 10,000 lbs. (4500 kg) transported on other trailers (decked) required to be secured as a heavy vehicle in accordance with 393.130 (U.S.) or NSC Standard 10, Division 7 (Canada)?

ANSWER: Yes.

b.(11)Must all storage/office modules/bulk material (e.g., frac sand) containers with corner locks, not used for intermodal transportation, be secured as required by the commodity-specific section for intermodal containers?

ANSWER: No, modified intermodal containers used for office space or other storage modules (e.g., PODs) equipped with corner locks may be secured using general provision or they may be secured by using all corner locks (as designed by the manufacturer) to meet the equivalent means of securement. Bulk material (e.g., frac sand) containers that are not utilizing **all** manufacturer integral locks must be secured in accordance with 393.100 to 393.114 (U.S.).

b.(12) Do the cargo securement regulations/standards apply to a vehicle being towed by a tow bar, wheel lift or other means leaving at least one set of wheels remaining on the ground?

ANSWER: No, for the cargo securement regulations/standards to apply to a vehicle, the entire vehicle must be carried as cargo.

b.(13) U.S. 393.126(b)(1) and NSC Standard 10 Section 84(3) state that the tiedown devices must be secured to the lower "corners." Does an intermodal container have to be secured with the securement points (integral locking devices) at the extreme corners of that container?

ANSWER: Despite the requirement for the lower "corners" to be secured, the container may be secured to four securement points (minimum two per side) of the chassis by other securement points (pin/twist locks). Attachment to the designed and designated securement points on the container is acceptable.

b.(14) Is the absence of a tarp or covering on an open-top vehicle out of service?

ANSWER: No, the out-of-service criteria is only applicable if the cargo is not secured to prevent the cargo from leaking, spilling, blowing or falling from the vehicle, creating an imminent hazard.

*b.(15) Does a properly closed curtain-sided trailer satisfy the cargo securement requirements under general provisions or do the articles of cargo require tiedowns for length, weight or commodity-specific requirements?

ANSWER: A curtain-sided trailer does not provide securement. The cargo needs to be secured as per 393.100 through 393.136 or NSC Standard 10.

3. COUPLING DEVICES

Regulatory Guidance

b.(1) When should movement in the fifth wheel not be documented as a violation?

ANSWER: A violation should not be noted until one of the following conditions is met:

- Horizontal movement between the pivot bracket pin and bracket exceeds the CVSA OOSC limit, 3/8 inch (9.5 mm).
- Movement between slider bracket and slider base exceeds the CVSA OOSC limit, 3/8 inch (9.5 mm).
- Horizontal movement between the upper and lower fifth wheel halves exceeds the CVSA OOSC limit, 1/2 inch (12.7 mm).

b.(2) When should a violation of the mounting and integrity of a pintle hook/drawbar not be documented on a semi-trailer?

ANSWER: A violation of the coupling device on a semi-trailer should not be documented until the CVSA OOSC is met. In the U.S., the violation should be recorded under 396.3(a)(1). This is necessary because 393.70(c) and (d) only apply to full trailers.

b.(3) Is a vehicle towed on a wheel lift behind a tow truck with the wheels of the towed vehicle on the ground required to be secured to the wheel lift?

ANSWER: Yes. 393.71(h)(5) requires the towed vehicle be secured to the wheel lift. In addition, 393.71(h)(10) requires safety devices to be attached between the towing and towed vehicle.

4. DRIVELINE/DRIVESHAFT

Regulatory Guidance

b.(1) When should movement in the driveline/driveshaft not be documented as a violation?

ANSWER: A violation should not be documented until one of the following conditions is met:

- Horizontal or vertical movement of slip joint yoke shaft exceeds the CVSA OOSC limit, 1/2 inch (12.7 mm).
- Independent movement between opposing yoke ends exceeds the CVSA OOSC limit, 1/8 inch (3.2 mm).
- Vertical movement of the shaft in the center bearing carrier exceeds the CVSA OOSC limit, 1/2 inch (12.7 mm).

9. LIGHTING SYSTEMS

Regulatory Guidance

b.(1) When shouldn't a violation be documented for inoperative clearance lights on trailers that require them?

ANSWER: A violation should not be noted unless the vehicle does not have clearance lights on either the upper or lower location. In some instances, trailer manufacturers may be installing the clearance lamps at a location lower than the upper rear corners of the trailer. This is allowed when the practicability of mounting the rear clearance lamps in the header is problematic.

b.(2) What lighting is required on a converter dolly?

ANSWER: Despite the wording in Footnote 5 of Section 393.11 of the FMCSRs, after an exhaustive review of rulemaking documents, the following will dictate when a violation should be recorded:

- *Laden converter dolly* – no lights required
- *Converter dolly towed singly by another vehicle and not part of a full trailer* - one stop lamp, one tail lamp, two reflectors, (one on each line of the vertical centerline, as far apart as practicable) on the rear (this assumes that the turn signals of the towing unit are not obscured)

- *Converter dolly towed singly by another vehicle and not part of a full trailer and the converter dolly obscures the turn signals at the rear of the towing vehicle* - one stop lamp, one tail lamp, two reflectors, (one on each line of the vertical centerline, as far apart as practicable) on the rear, and rear turn signals and vehicular hazard warning signal flashing lamps

b.(3) Retro-reflective sheeting is required to be applied to both sides of the trailer at a height of at least 15 inches (380 mm) and not more than 60 inches (1,525 mm) above the road surface. In some cases, when this height is complied with on tank trailers, the sheeting will be canted downward. Therefore, in some cases, the sheeting is applied higher than what is outlined in the regulations but is located as close as practicable to the required height and still allows for the tape to be mounted on a horizontal plane or as close to it as the shape of the trailer allows. In these cases, should a violation be documented?

ANSWER: No, if a cargo tank does not have a frame or other suitable surface below the 60 inches (1,525 mm) height to apply the sheeting in order for it to be on a horizontal plane, the sheeting may be located at a higher location, as close to the required height as practicable, and no violation should be documented.

10. STEERING MECHANISMS

Regulatory Guidance

b.(1) When should vertical or horizontal movement in a ball and socket joint not be documented as a violation?

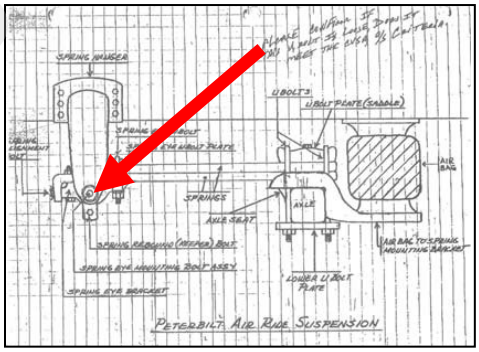
ANSWER: A violation should not be noted until motion, other than rotational, between any linkage member and its attachment point exceeds the limit prescribed in the CVSA OOSC, 1/8 inch (3.2mm), measured with hand pressure only.

NOTE: FMCSA is aware of the discrepancy between the measurement in Appendix A and the CVSA OOSC. Using the CVSA OOSC as a guideline allows for some play in the ball and socket joint but, more importantly, provides inspectors with an objective measurement criterion that will ensure uniformity when writing the violation.

11. SUSPENSIONS

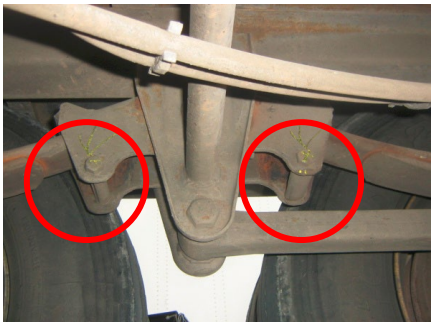
OOS Frequently Asked Questions

a.(1) In a Peterbilt air suspension assembly, is a loose or missing spring eye u-bolt an OOS condition?



ANSWER: No, not unless it has somehow resulted in axle displacement.

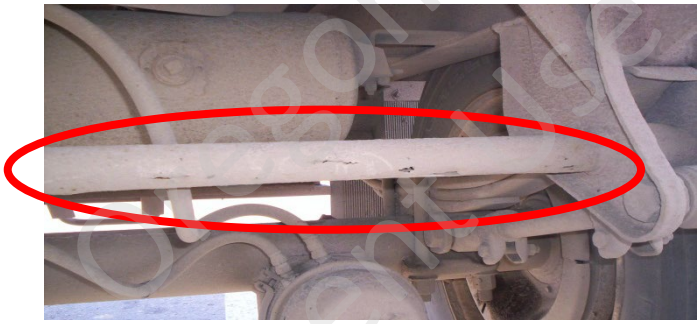
a.(2) Is a loose or missing rebound bolt a violation or out of service?



ANSWER: A rebound bolt in a spring hanger or equalizer that is loose is not considered a violation. A missing or broken rebound bolt is considered a violation but not out of service.

a.(3) If the cross tube brace is cracked, loose, corroded or broken, is it a violation or an OOS condition?

ANSWER: These conditions are not a violation nor out of service.



a.(4) What is the difference between a primary and aftermarket/secondary air bag suspension?

ANSWER: The primary air bag suspension system is maintained in accordance with original manufacturer's specifications, whereas a secondary air bag suspension system is in addition to the original manufacturer's spring or coil suspension.

Original Manufacturer Equipment (Leaf/Air Primary Suspension)

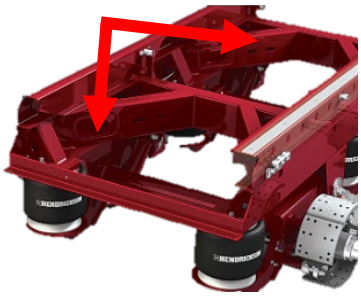
Aftermarket/Secondary Air Suspension (Air Bag Supplements the Primary Leaf Spring Assembly)

NOTE: Deflated aftermarket/secondary air bag suspension in addition to a primary leaf/coil spring suspension does not result in a violation.

Regulatory Guidance

b.(1) If a gusset or crossbar used as a part of the tracking for that suspension is cracked, is it a violation and/or out of service?

ANSWER: No, these are reinforcement pieces and if defective, may eventually cause other issues in the suspension system that could result in violations.



12. TIRES

OOS Guidance

a.(1) What is a major tread groove on a tire for the purposes of measuring tread depth?

ANSWER: A major tread groove is the space between two adjacent tread ribs or lugs on a tire that contains a tread wear indicator or wear bar. In most cases, the locations of tread wear indicators are designated on the upper sidewall/shoulder of the tire on original tread tires.

Regulatory Guidance

b.(1) If a tire has a max inflation pressure of 110 psi (758 kPa) but measures 80 psi (551 kPa), should a violation be written? If so, what section?

ANSWER: No, a violation should not be written. To issue a violation for having low inflation pressure, the inspector would have to have a chart that identifies the load-carrying capacity for the tire at different inflation pressures as well as for the particular load that is being carried. There are too many different tire sizes to put this level of information into the regulation.

An underinflated tire is not a violation until it meets the OOSC; 393.75(a)(3) is the proper section to be used. 393.75(i) should not be written for an underinflated tire. A violation of 393.75(g) should only be written when the opportunity to weigh a vehicle is present and the weight on a tire exceeds the tire load-carrying capacity (as printed on the sidewall of the tire).

b.(2) If a nail, screw, or other foreign object is embedded in a tire and the tire is not leaking, should a violation be recorded and the object be removed?

ANSWER: This condition is not a violation if a leak is not present. An inspector shall not remove or direct a driver to remove a foreign object from a tire.

14. WHEELS, RIMS AND HUBS

OOS Frequently Asked Questions

a.(1) Is it an OOS condition when a vehicle has had a tire or rim problem and a driver or owner has either singled out the axle or has removed the wheels and chained up the axle?

If the vehicle arrives at an inspection site in this condition, this is not a violation unto itself, but other violations may have resulted from this action (e.g., exceeds tire weight rating).

However, if a vehicle is inspected, the driver should not be permitted to single out a tire or chain up an axle as a quick fix for an OOS defect. This does not comply with CVSA Operational Policy 5 which states:

"…**REQUIRED REPAIRS FOR OUT-OF-SERVICE NOTICES**
The following shall be the policy regarding required repairs for out-of-service notices:

No motor carrier shall require nor shall any person operate nor any inspector release any commercial motor vehicle declared out of service until all repairs required by the out-of-service notice have been satisfactorily completed to where the violations(s) no longer exists. …"

Regulatory Guidance

b.(1) Is a leaking inner wheel seal, without evidence of wet contamination of the brake friction material, a violation?

ANSWER: Yes, if there is fresh or active leakage from the inner wheel seal and there is evidence that further leaking will occur.

*XX. MISCELLANEOUS

WINDSHIELDS – *Regulatory Guidance*

b.(1) When should a violation be noted for external visors that have been added to a vehicle that obstruct the view of the driver?

ANSWER: 393.60(e)(1) of the FMCSRs only applies to items that are mounted on the windshield, not in front of the windshield. There is no current guidance as to how much of the windshield can be covered by external visors. In extreme cases where a significant portion of the windshield is obscured by external visors mounted in front of the windshield, a violation can be documented under 393.3.

REAR IMPACT GUARDS – *Regulatory Guidance*

b.(2) Should a violation be cited under 393.86(a)(6) for a missing or incomplete certification label on a rear impact guard?

ANSWER: The certification label is applied at time of trailer manufacture to certify that the guard was manufactured to comply with FMVSS 223 and installed as required by FMVSS 224 and should not be considered a violation once the vehicle is in use.

Violations are not to be cited for certification and labeling requirements for rear impact guards referenced in 393.86(a)(6).

The condition of rear impact guards should be inspected to ensure compliance with all other FMVSS 223 requirements such as:

- Connection points (393.86(a)(1))
- Guard width (393.86(a)(2))
- Guard height (393.86(a)(3))
- Guard rear surface (393.86(a)(4))
- Cross section of the horizontal member (393.86(a)(5))

Any violations of the above conditions should be cited under the appropriate violation code during a Level I, II or V Inspection.

SIDE IMPACT DEVICE – *Regulatory Guidance

b.(3) Should a side impact device be included when measuring the overall width of a vehicle?

ANSWER: No, in the U.S., 23 CFR 658.16 indicates that non-property carrying devices that do not extend more than 3 inches (7.6 cm) beyond each side of the vehicle should not be included in the measurement of the overall width. In Canada, the allowance is 10 cm (4 inches). This would include a side impact device.

OIL, GREASE OR POWER STEERING SYSTEM LEAKS (U.S.) – *Regulatory Guidance

b.(4) At what point should an oil, grease or power steering system leak (other than a hub or inner wheel seal) be recorded?

ANSWER: A leak should not be recorded until the seepage or leak is great enough to form drops and drip during an inspection.

SPARE FUSES – *Regulatory Guidance

b.(5) When should a violation be written for missing spare fuses?

ANSWER: Only power units for which fuses are needed to operate any required parts and accessories (e.g., lamps required by 393.11, the ABS system and visual low air warning system) must have at least one spare fuse for each type/size of fuse needed for those items. An inspector must be able to determine if fuses are necessary for required components and what fuses are applicable. Most newer model power units use breakers and no spare fuses are required.

When an inspector is unsure if fuses are required or what type of fuses are required, no violation should be recorded. Any violation of 393.95(b) shall be accompanied with a note indicating what required fuse was missing. Items, such as the radio, non-required auxiliary lamps, etc., are not required to have spare fuses at any time.

WIRING – *Regulatory Guidance

b.(6) When should a violation of the wiring system be documented?

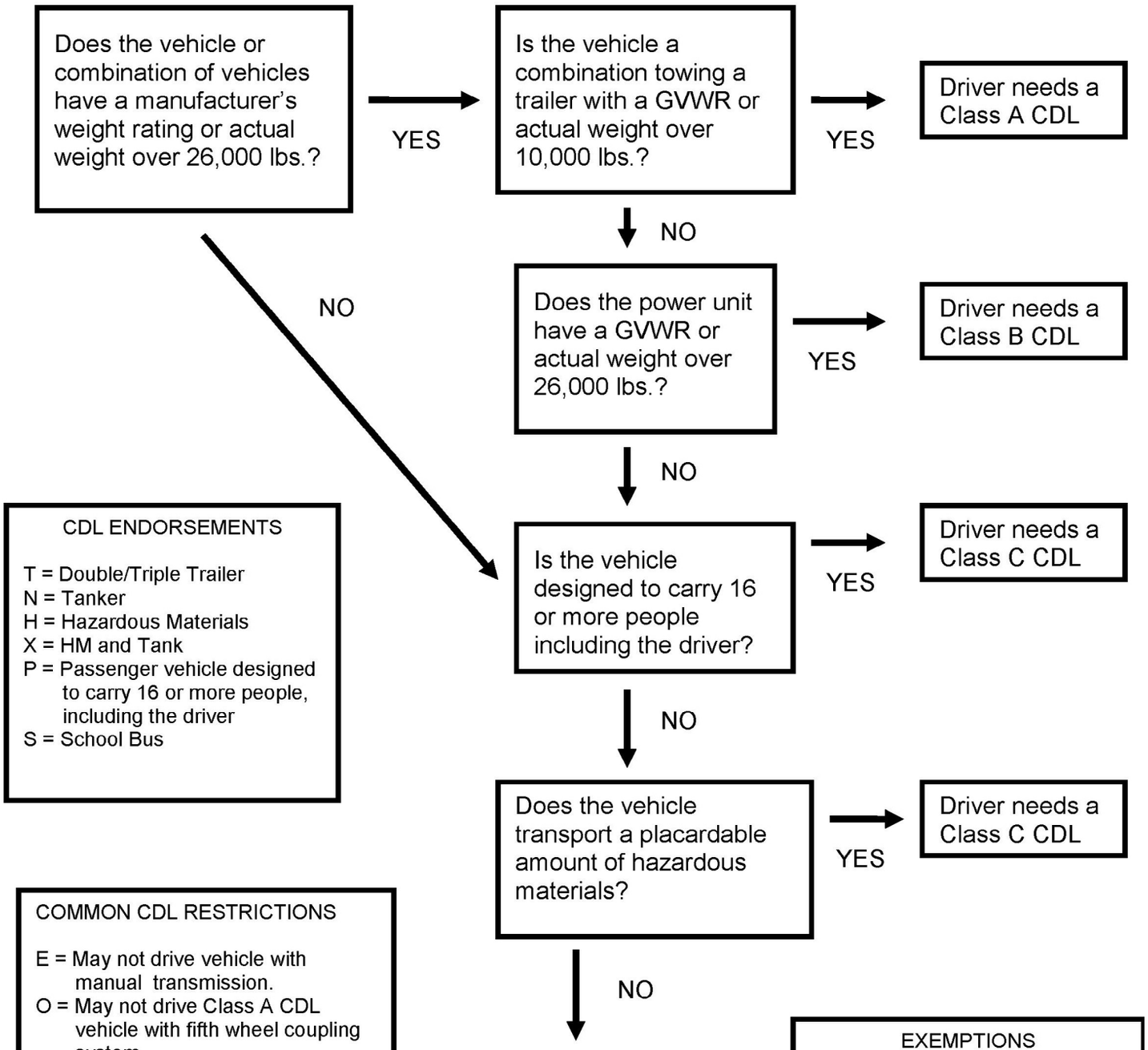
ANSWER: A violation should be documented when the wiring insulation is damaged to the extent that bare wire is exposed.

INSPECTION, REPAIR AND MAINTENANCE – *Regulatory Guidance

b.(7) When should a violation of 396.3(a)(1) be cited?

ANSWER: A violation of 396.3(a)(1) shall only be cited when the condition is an imminent hazard in the North American Standard Out-of-Service Criteria or specifically indicated in CVSA Operational Policy as a violation (e.g., Operational Policy 15 Section 1.b(3)).

CDL Flow Chart



CDL ENDORSEMENTS

T = Double/Triple Trailer
N = Tanker
H = Hazardous Materials
X = HM and Tank
P = Passenger vehicle designed to carry 16 or more people, including the driver
S = School Bus

COMMON CDL RESTRICTIONS

E = May not drive vehicle with manual transmission.
O = May not drive Class A CDL vehicle with fifth wheel coupling system.
L = May not drive vehicle with any type of air brake system
Z = May not drive vehicle with full air brake system.
K = May not drive a vehicle in interstate commerce.
*Custom Harvesters–SN2019.03
V = Indicates driver has a medical variance (may be required to carry letter)

EXEMPTIONS

Drivers of the following are exempt from CDL requirement:

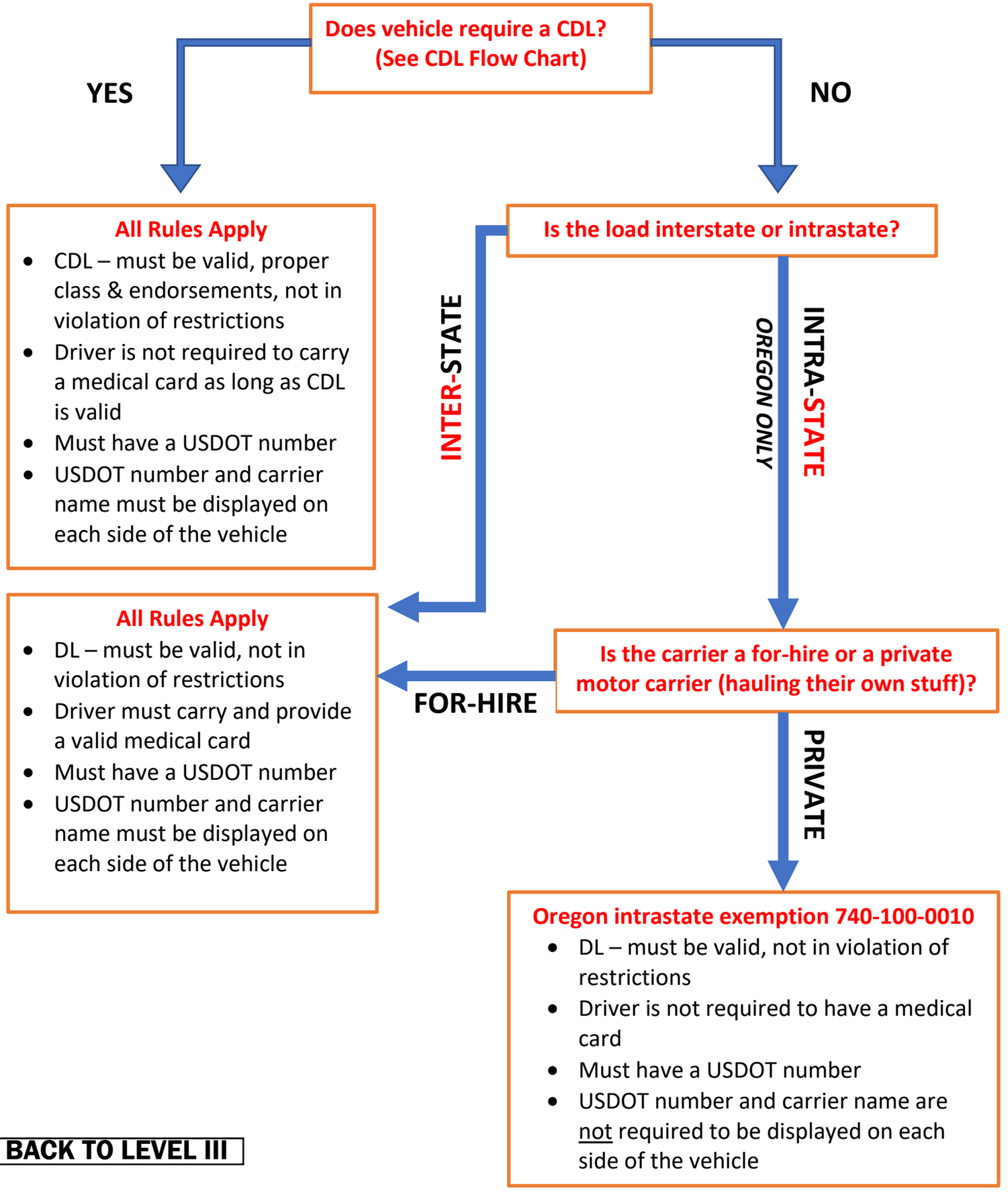
1. Recreational vehicles for personal use.
2. Military vehicles.
3. Emergency vehicles.
4. Farm vehicles (anywhere in state where vehicle is registered; or outside of registered state, but within150 air-miles of the farm)

BACK TO LEVEL III

Revised 03/15/2019

Non-CDL Vehicle Flow-Chart

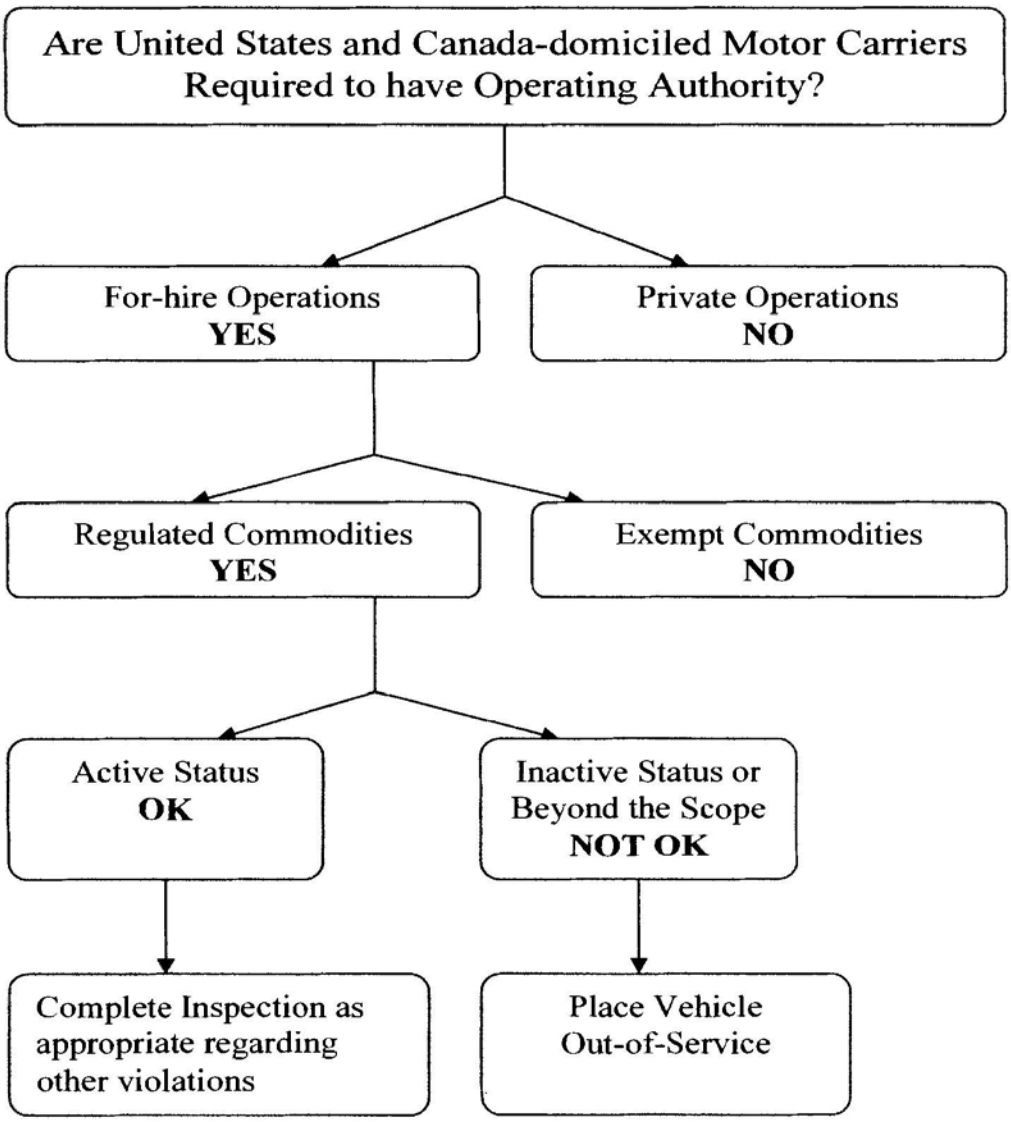
(Be sure GVWR of the vehicle is under 26k and not just registered under 26k)



BACK TO LEVEL III

Attachment B

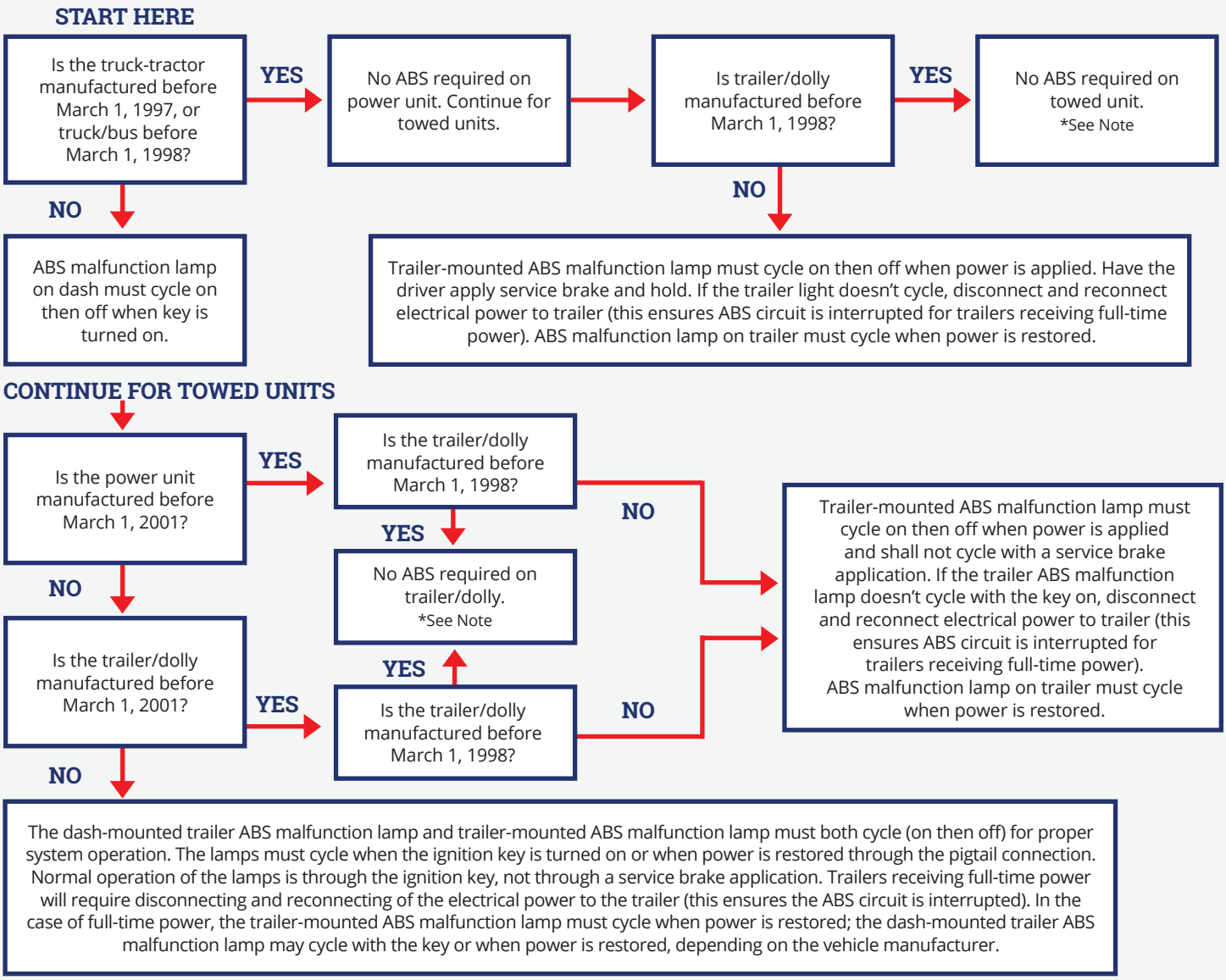
North American Standard Inspection Procedures for Operating Authority US and Canada-domiciled Motor Carriers



Inspection Procedure

Antilock Brake System (ABS) - U.S. Field Reference

Performing antilock brake system (ABS) inspections, whether on a single unit or combination vehicle, requires determining applicability of regulations using the date(s) of vehicle manufacture, powering the ABS system off and on, and confirming whether the ABS malfunction lamps show violations. Additional steps are included for inspection of vehicles requiring ABS that are in combination with vehicles not requiring ABS, as well as trailers towed by power units that provide full-time power to trailers. The flowchart below summarizes the regulatory applicability, including effective dates, and the procedures for inspecting ABS on all vehicles and combinations in the United States. When required ABS malfunction lamps do not function or remain on, please refer to the 2013-02 – Antilock Brake System (ABS) Inspections Inspection Bulletin for additional information on how to record and assign violations.



***NOTE:** If multiple units are being towed, any unit that is required to have ABS and is towed behind a vehicle manufactured before March 1, 1998, or a vehicle exempt from ABS requirements must have functional ABS (unit ABS malfunction lamp cycles on then off) upon service brake application.

Oregon Department of Transportation

CCD and Partners
Inspection Alert

How to Write Logbook Violations

Poorly written logbook violations are a recurring problem in CCD inspection reports. Some write-ups are too vague while others include too much irrelevant detail. When writing violations, focus on your audience (drivers, mechanics, carriers, enforcement agencies and DataQ staff).

A well written violation includes the when, where, what and how. Tell the audience what the log book reflects and what your contradictory evidence is. Then, just add the applicable dates and locations. Following these simple guidelines will decrease DataQ's which is a big win for all.

Examples of Solid False Log Entries 395.8E

1/13/24 ROD shows sleeper berth from 1am through 11am in Portland, OR. Woodburn POE shows crossing at 9am. (This example could also be for receipts or bills of lading).

1/13/24 Woodburn POE shows crossing at 9am. ROD shows sleeper berth from 1am through 11am in Portland, OR. (Notice this is the same violation as above, but in the opposite order).

1/10/24 ROD shows driving 10hrs and 59 minutes, driver then switches to PC and continues for 45 minutes to truck stop in direction of load.

1/9/24 ROD shows driving at hour 14, driver then switches to PC and continues 45 minutes to home after dropping load.

1/14/24 ROD shows sleeper berth at 9am in Medford, OR then coming out of sleeper at 7pm in Portland, OR. No Co-Driver listed in ELD Users Tab

1/8/24 ROD shows unidentified driving from Medford, OR to Portland, OR (275 miles) in direction of load. No Co-Driver listed in ELD Users Tab.

01/13/24 ROD shows sleeper 9am in Medford, OR then shows coming out at 7pm in Medford, OR. Odometer shows driving 200 miles while in sleeper no Co-Driver in ELD User Tab.

1/5/24 ROD shows driving from Portland, OR to Medford, OR in 2 hours. Went 275 miles in 2 hours = 138 mph average. Puts driver over 11hr rule.

Example No log 395.8A

1/15/24-12/19/24 ROD is not connected to ECM - missing Odometer, engine hours and intermediate locations. No indication of a malfunction in the header.

1/19/24 – Driver provided paper RODs, claims ELD is malfunctioning. Has been on paper RODs since 12/15/24. Has not submitted request to Feds and has no letter from Feds.

Example Hours of Service violations 395.3A3 or 395.3A2

1/20/24 – 11 hour violation – driving in violation from 10pm through 11:30pm.

1/21/24 - 11 hour violation - driving in violation from 10am - 11am and 1pm - 3pm.

1/20/24 – 14 hour violation – driving in violation from 10pm through 11:30pm.

1/21/24 - 14 hour violation - driving in violation from 10am - 11am and 1pm - 3pm.

Example HOS violations - Per CVSA Policy 14 when violations continue into the next day.

1/20/24 – 11 hour violation – driving in violation from 10pm to midnight.

1/21/24 – 11 hour violation – driving in violation from midnight to 2am.

The two violations above and below started on 1/20 and continued into the next day 1/21. According to CVSA policy 14, violations should be documented for each 24 hours period indicated on the log. In this case the violation spanned two separate 24 hour periods resulting in two violations for the 11hr rule and two violations for the 14 hour rule.

1/20/24 – 14 hour violation – driving in violation from 10pm to midnight.

1/21/24 – 14 hour violation – driving in violation from midnight to 2:30am.

When there are false RODs that place the driver over hours be sure to write both the false ROD and the over hours, especially if it take place at the time of inspection and you will be placing the driver OOS. It makes everything flow and gives plenty of room to explain the violations

1/20/24 - False ROD - Drove 10hrs and 59 minutes then switched to PC and drove an additional 45 minutes.

1/20/24 - 11 hour violation - driving in violation from 9pm through 9:45pm.

1/20/24 - 14 hour violation - driving in violation from 9:30pm through 9:45pm.

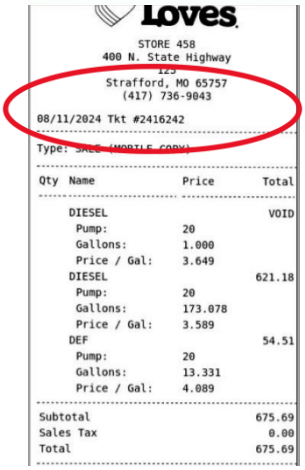
Oregon Department of Transportation

Reengineered, Reprogramed, or Tampered with RODS

ELD logs are being encountered that have been fraudulently altered or shifted by several days. The *Events* sections of these logs contain no record of the change(s) and it is impossible to determine when and where rest breaks occurred. As a result, inspectors cannot determine whether violations meet the *False RODS* OOS criteria. The only way to discover these reengineered logs is by comparing supporting documents to the RODS.

ELD is not accurately recording and retaining data because the RODS have been reengineered, reprogramed, or tampered with. 395.8(a) No ELD

1. Below is an example of a manipulated log. The ELD company or a third-party accessed the driver's ELD and altered the RODS to give the operator extra driving time. This log reflects the driver going off duty in Tolleson, AZ, around 2100 hrs on 8/10/2024. The log goes on to show the driver in an off-duty status all the next day (8/11/2024). However, the inspector obtained a fuel receipt confirming the driver fueled in Strafford, MO, on that next day of 8/11/24.



Loves
STORE 458
400 N. State Highway
125
Strafford, MO 65757
(417) 736-9043
08/11/2024 Tkt #2416242
Type: SALE (MOBILE COPY)

Qty	Name	Price	Total
	DIESEL		VOID
	Pump:	20	
	Gallons:	1.000	
	Price / Gal:	3.649	
	DIESEL		621.18
	Pump:	20	
	Gallons:	173.078	
	Price / Gal:	3.589	
	DEF		54.51
	Pump:	20	
	Gallons:	13.331	
	Price / Gal:	4.089	
	Subtotal		675.69
	Sales Tax		0.00
	Total		675.69

Distance between Tolleson, AZ, and Strafford, MO, is 1304 miles. Almost 21hrs of drive time is missing from the RODS.

How to Write these Violations:

The goal is to only place drivers OOS that pose an imminent hazard. When fraudulent logbook reengineering is this egregious (over 200 miles), the driver has become an imminent hazard. Do not record these violations as false logs. Since the device is clearly not functioning as an ELD (*i.e.,* is not automatically going into drive mode, is not automatically recording locations, and is not making it impossible to alter drive time without a trail), these violations should be recorded as *No ELD* violations.

Example for the violation discussed above:

395.8(a)(1) HOS (Property) – Failing to have a record of duty status using the method prescribed - Device not operating as an ELD - 8/11/24: Log shows off duty in Tolleson, AZ. Receipt shows fueling in Strafford, MO. Device not logging automatically as required.

Place driver OOS for 10 hours for these *No-ELD* violations. Save all evidence in the share-drive in case of subsequent DataQ challenges.

2015-04 – Enforcement of Medical Examiner's Certificate Integration with the Commercial Driver's License

While there are numerous combinations of the CDL medical requirement scenarios, personnel shall base their enforcement on the CDLIS or Nlets response(s). A basic guide for the proper identification and documentation of medical certificate violations is as follows:

CDL Driver

- *CDL is valid, medical indicator shows medical information on file. No violation.
- CDL is valid, medical indicator shows no medical information on file, no medical certificate in driver's possession. Cite 391.41(a)(1).
- CDL is valid, medical indicator shows no medical information on file, current medical certificate in driver's possession. No violation, if this is within 60 days after the medical certificate has been issued (date of examination). 61 days or greater, violation, cite 383.71(h). NOTE: This is not a violation of 391.41(a)(1) and would not result in an OOS.
- CDL is not valid (e.g. cancelled, downgraded, disqualified, revoked, suspended, etc.). Driver OOS, cite the most appropriate code for the CDL violation identified.

Non-CDL Vehicle

- The driver of the non-CDL vehicle must have either the medical certificate in their possession or if they hold a CDL, the medical information must be contained on their state driver's license file or be in possession of their medical certificate.

NOTE: Enforcement personnel may encounter drivers who say they have submitted the required documentation and complied. However, if the home state has cancelled, downgraded, disqualified, revoked, suspended, etc. the driver's license, the driver must deal with that state to correct the issue. The fact that they have a medical certificate in their hand does not change the status of their license.

*It's also important for enforcement personnel to be aware that CDL checks run through Nlets may not show the medical information. If the CDL is valid, you must assume the medical information is on file with the SDLA.