



# Commercial Vehicle Safety Alliance

Improving uniformity in commercial motor vehicle safety and enforcement

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February 8, 2017

This document serves as notification of the results of the 2016 fall issues ballot and an outline of the approved changes to the 2017 North American Standard Out-of-Service Criteria (OOSC).

The Commercial Vehicle Safety Alliance's (CVSA) bylaws require a majority of the Class I Members to vote in support of proposed changes in order for changes to the OOSC to take effect. In accordance with the CVSA bylaws, the proposed changes were communicated to the voting members of the Alliance on Nov. 29, 2016, and were subsequently ratified on Dec. 2, 2016. Sixty-two of the 70 Class I Member jurisdictions voted to approve 10 changes to the OOSC that take effect on April 1, 2017.

The 2017 edition will be reproduced on tan-colored paper and the changes denoted by an asterisk (\*) will be effective throughout North America on April 1, 2017. French and Spanish editions will also be made available. Copies of the 2017 edition of the "North American Standard Out-of-Service Criteria Handbook and Pictorial" are available for purchase through the [CVSA online store](#). For bulk discount pricing on orders of 50 or more, contact CVSA Manager of Member Services Iris Leonard at [irisl@cvsa.org](mailto:irisl@cvsa.org) or 301-830-6151.

The CVSA Training Committee, the Education Quality Assurance Team (EQAT) in Canada, and the Training Review and Update Committee (TRUC) through the National Training Center (NTC) in the U.S., incorporated these changes into the North American Standard Inspection (NASI) training materials.

If you are a CVSA member, you may log into your online CVSA account to view the Feb. 9, 2017, webinar titled "2017 CVSA North American Standard Out-of-Service Criteria Update," which outlines in detail each of the changes made to the 2017 OOSC. Once logged in, click on the "My Video & Webinar Library" tab at the top of the page to view our webinar archives.

CVSA works to closely monitor, evaluate and identify potentially unsafe transportation processes and procedures as well as to help facilitate and implement best practices for enhancing safety on our highways. We appreciate your continued participation and involvement in the activities of the Alliance.

If you have any questions or difficulty accessing the materials, contact CVSA Director of Roadside Inspection Program Kerri Wirachowsky at [kerriw@cvsa.org](mailto:kerriw@cvsa.org) or 301-830-6153.

The changes for 2017 are outlined on the next three pages.

## **Table of Contents**

Changed to reflect the revisions contained in the April 1, 2017, edition of the OOSC.

### **Part I – North American Standard Driver Out-of-Service Criteria**

- 1. Action:** Amend the Policy Statement in Part I, removing the paragraph addressing federal motor carrier safety regulation (FMCSR) code references.

**Rationale:** Data quality and uniformity continue to be important for CVSA. The conditions included in the OOSC are consistently based on violations that currently exist in the FMCSRs. Any suggestion that softens a direct linkage between a particular out-of-service condition and the corresponding FMCSR section potentially reduces the quality or uniformity of the data, and should be avoided. Removing the language will help avoid inspectors selecting incorrect or a less appropriate section of the FMCSRs when documenting a violation related to the OOS condition.

- 2. Action:** Amend Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate, by modifying the language of the out-of-service condition.

**Rationale:** This change makes enforcement of a non-CDL driver encountered roadside consistent with the requirements of a CDL driver.

- 3. Action:** Amend Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate, by clarifying in the Note how to handle certain Canadian licenses.

**Rationale:** This change adds additional clarity regarding which Canadian driver's licenses require additional evidence of compliance with U.S. medical requirements.

- 4. Action:** Amend Part I, Item 9. DRIVER'S RECORD OF DUTY STATUS – U.S. by adding additional footnotes related to electronic logging devices.

**Rationale:** These changes provide guidance on how to enforce hours of service requirements after the electronic logging device requirements go into effect in December 2017.

### **Part II – North American Standard Vehicle Out-of-Service Criteria**

- 5. Action:** Amend the Policy Statement in Part II, removing the paragraph addressing FMCSR code references.

**Rationale:** Data quality and uniformity continue to be important for CVSA. The conditions included in the OOSC are consistently based on violations that currently exist in the FMCSRs. Any suggestion that

softens a direct linkage between a particular out-of-service condition and the corresponding FMCSR section potentially reduces the quality or uniformity of the data, and should be avoided. Removing the language will help avoid inspectors selecting incorrect or a less appropriate section of the FMCSRs when documenting a violation related to the OOS condition.

6. **Action:** Amend Part II, Item 4. DRIVELINE/DRIVESHAFT, b. Universal Joint, by adding a new out-of-service condition.

**Rationale:** These changes update the section on driveline/driveshaft conditions. When the language for the condition was developed, a picture was included outlining the bearing cap bolt, bearing assembly cap and retainer bolt. However, the term ‘retainer bolt’ was mistakenly excluded from the condition description itself. This change will add the term ‘retainer bolt,’ as was originally intended. Further, during this discussion it was agreed to that the phrase “(with hand pressure only)” should be removed from the criteria. There were several pictures shown where the bolt is backed off but will not turn due to lock tight and it is loose. It was decided that the “(with hand pressure only)” should be removed and “loose” should be interpreted the same as it is with wheel fasteners, U-bolt nuts and fifth wheel fasteners.

7. **Action:** Amend Part II, Item 10. SUSPENSIONS, e. Adjustable Axle(s)/Sliding Trailer Suspension System by adding language to address missing bolts in suspension systems.

**Rationale:** In consultation with industry, it was determined that missing bolts are a safety risk comparable to broken welds and cracks.

8. **Action:** Amend Part II, Item 15. BUSES, MOTOR COACHES, PASSENGER VANS OR OTHER PASSENGER CARRYING VEHICLES – EMERGENCY EXITS/ELECTRICAL CABLES AND SYSTEMS IN ENGINE AND BATTERY COMPARTMENTS/SEATING, b. Electrical Cables and Systems in Engine and Battery Compartments) by removing the OOSC related to visual leaking lubricant.

**Rationale:** In consultation with industry, it was determined that the likelihood of crash or breakdown due to leaking lubricant would occur only if the leak were in the area of the cables and there was looseness in those cables, specifically the main power cable. This cable could break off the terminal if the clamp near the alternator providing support for the main power cable is broken. However, the manufacturers stated these types of alternators were nearly non-existent as new vehicles (2000 model year and up) use air cooled alternators and auxiliary heaters have no liquid that could “leak”. Leaks in the auxiliary heater would be related to fuel supply and any leak in the fuel system would be placed OOS in accordance with Part II, Item 7, a., (1) of the OOSC.

**Part IV – North American Standard Administrative Out-of-Service Criteria**

**9. Action:** Amend the Policy Statement in Part IV, removing the paragraph addressing FMCSR code references.

**Rationale:** Data quality and uniformity continue to be important for CVSA. The conditions included in the OOSC are consistently based on violations that currently exist in the FMCSRs. Any suggestion that softens a direct linkage between a particular out-of-service condition and the corresponding FMCSR section potentially reduces the quality or uniformity of the data, and should be avoided. Removing the language will help avoid inspectors selecting incorrect or a less appropriate section of the FMCSRs when documenting a violation related to the OOS condition.

**10. Action:** Amend the Part IV by adding a new Item 2, INACTIVE/NO USDOT NUMBER.

**Rationale:** This changes adds language to the OOSC addressing motor carriers who do not have an active USDOT number. To have authority to operate, a motor carrier is required to have an active USDOT number. Motor carriers that do not have an active USDOT number do not have authority to operate and therefore should be placed out of service. Data provided by FMCSA indicates that motor carriers with inactive USDOT numbers and unregistered motor carriers with a history of being inspected and still not registered have higher out-of-service rates than motor carriers with active USDOT numbers.

**Inspection Bulletins**

Changed to reflect the revisions contained in the April 1, 2017 edition of the OOSC.

**Operational Policy 15**

Changed to reflect the revisions contained in the April 1, 2017 edition of the OOSC.