March 7, 2019

The letter serves as notification of the results of the 2018 fall issues ballot and outlines the approved changes to the 2019 North American Standard Out-of-Service Criteria (OOSC). The Commercial Vehicle Safety Alliance (CVSA) bylaws require that a majority of Class I Members vote in support of proposed changes in order for changes to the OOSC to take effect.

In 2018, 61 of the 70 Class I Member jurisdictions voted. The voting members of the Alliance approved 12 changes to the OOSC that are effective on April 1, 2019. In accordance with the CVSA bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 22, 2018, and were ratified on Oct. 31, 2018.

The 2019 edition will be reproduced on yellow paper and the changes, denoted by an asterisk (*), will be effective throughout North America starting on April 1, 2019. French and Spanish editions will also be made available. The updated CVSA OOSC app will be available on April 1, 2019, in Apple and Google stores. Print and electronic copies of the 2019 edition of the “North American Standard Out-of-Service Criteria Handbook and Pictorial” will be available for purchase through the CVSA online store in mid-February. For a discount on bulk orders (50 or more), contact CVSA Manager of Member Services Iris Leonard at irisl@cvsa.org or 301-830-6151.

The CVSA Training Committee, the Education Quality Assurance Team (EQAT) in Canada and the National Training Center (NTC) in the U.S. will incorporate these changes, as appropriate, into the North American Standard Inspection training materials.

CVSA hosted a webinar on Feb. 13, 2019, outlining the changes to the April 1, 2019, OOSC. The webinar/presentation is available for annual in-service/refresher training. If you are interested in viewing the recording of this webinar at any time, CVSA members can access webinar archives through their online CVSA member portal. Once logged in, click on the "My Video & Webinar Library" tab at the top of the page to view a listing of all past webinars.

The changes for 2019 are outlined on the following pages.
Table of Contents

Changed to reflect the revisions contained in the April 1, 2019, edition of the OOSC.


   **Rationale:** Currently, the OOSC states that a driver shall be placed out of service for "No skill performance evaluation in possession, when required." However, a driver who possesses a valid Skill Performance Evaluation (SPE) but is not complying with the SPE requirements is not addressed in the OOSC. For example, a driver who possesses an SPE requiring a prosthetic limb but is not using the prosthetic limb while driving is not currently an out-of-service condition. The driver should be placed out of service.

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

2. **Action:** Amend Part II, Policy Statement regarding how to deal with expired CVSA decals.

   **Rationale:** This amendment addresses a discrepancy between the language in Operational Policy 5 and the OOSC Part II Policy Statement regarding removing and/or replacing a CVSA decal. Covering up expired decals is problematic because colors can show on the corners and new decals can be removed by layering them on the vehicle. It was determined that removing old decals first is most appropriate. Therefore, the Policy Statement in Part II of the OOSC was amended to reflect the same guidance as Operational Policy 5.

3. **Action:** Amend Part II, Item 1. BRAKE SYSTEMS, g. Brake Drums and Rotors (Discs), (2) by adding language and a picture for cracks in structural supports of a brake rotor.

   **Rationale:** Previously, language was amended in subsection (2) to include cracks in rotors in the vent area. The Vehicle Committee received information from a Society of Automotive Engineers (SAE) workgroup indicating that with cracks through the vents, a collapse of the rotor is imminent. Therefore, the vehicle should be placed out of service.

4. **Action:** Amend Part II, Item 2. CARGO SECUREMENT, a. through f. by adding subheadings to each out-of-service condition.

   **Rationale:** The addition of subheadings to the Cargo Securement section of the OOSC provides uniformity of content to the rest of the criteria and makes it easier to distinguish between the different subsections.
5. **Action:** Amend Part II, Item 2. CARGO SECUREMENT, TIEDOWN DEFECT TABLE by adding defective condition language for the Doleco USA Textile Link Tiedown Assembly.

**Rationale:** Language was added to the Tiedown Defect Table in the OOSC so that an inspector can adequately determine if the Doleco USA Textile Link Tiedown Assembly is defective once it is in use.

6. **Action:** Amend Part II, Item 4. DRIVELINE/DRIVESHAFT, b. Universal Joint, (3) by adding a bearing strap to the out-of-service condition.

**Rationale:** A broken bearing strap would have the same imminent hazard as a missing, broken or loose retainer bolt. A bearing strap was added to the OOSC and a descriptive label was added to the current picture of a bearing strap to help identify and clarify the component.

7. **Action:** Add Part II, Item 5. DRIVER’S SEAT (MISSING), a. to provide an out-of-service condition for a missing driver’s seat.

**Rationale:** Drivers using a temporary seat rather than a permanent seat that is secured to the vehicle in a workmanlike manner was added to the OOSC. This is similar to the temporary seating condition found under the passenger-carrying vehicle section for passenger seats.

8. **Action:** Amend Part II, Item 6. EXHAUST SYSTEMS, a. through d. by adding subheadings to each out-of-service condition.

**Rationale:** The addition of subheadings to the Exhaust Systems section of the OOSC provides uniformity of content to the rest of the criteria and makes it easier to distinguish between the different subsections.

9. **Action:** Amend Part II, Item 7. FRAMES, by adding subsection (5) to the existing NOTE.

**Rationale:** In consultation with manufacturers, it was determined that subsection (5) should not pertain to monocoque-style frames.

10. **Action:** Amend Part II, Item 10. STEERING MECHANISMS, h. Tie Rods and Drag Links, (3) to add an out-of-service condition for a non-manufactured hole.

**Rationale:** Having a worn hole worn in the drag link could allow the link to buckle and lead to loss of steering control. The recommendation by industry partners was that a non-manufactured hole in a drag link should be placed out of service.

**Rationale:** In April 2015, an amendment was made to the Critical Vehicle Inspection Item 16. for Temporary Seating by adding the word “SEATING,” which resulted in every seat in a passenger-carrying vehicle becoming a Critical Vehicle Inspection Item. This resulted in any defect of any seat preventing the vehicle from receiving a CVSA decal. This was not the intent when the condition of temporary seating was introduced into the OOSC. This amendment to specify temporary and aisle seats will allow vehicles with manufactured seating violations that do not qualify as out of service to receive a CVSA decal, as they did in the past.


12. **Action:** Amend Part III, Items 1. through 10. by adding some subheadings and removing unnecessary language.

**Rationale:** Revisions to Part III of the OOSC were made to follow the same format as the rest of the OOSC. By making the edits in formatting and removing redundant language, Part III is consistent with the rest of the OOSC.

**Inspection Bulletins**
Changed to reflect the revisions contained in the April 1, 2019, edition of the OOSC.

**Appendix**
Changed to reflect the revisions contained in the April 1, 2019, edition of the OOSC.

**Operational Policy 15**
Changed to reflect the revisions contained in the April 1, 2019, edition of the OOSC.

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 need assistance accessing the materials, contact CVSA Director of Roadside Inspection Program Kerri Wirachowsky at kerriw@cvsa.org or 301-830-6153.

Respectfully,

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Executive Director
Commercial Vehicle Safety Alliance