



Commercial Vehicle Safety Alliance

Improving uniformity in commercial motor vehicle safety and enforcement

January 10, 2018

The letter serves as notification of the results of the 2017 Fall Issues Ballot and outlines the approved changes to the 2018 North American Standard Out-of-Service Criteria (OOSC). The Commercial Vehicle Safety Alliance (CVSA) bylaws require that a majority of the Class I Members vote in support of the proposed changes in order for changes to the OOSC to take effect.

In 2017, 61 of the 70 Class I Member jurisdictions voted. The voting members of the Alliance approved seven changes to the OOSC to take effect on April 1, 2018. In accordance with the CVSA bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 12, 2017, and were ratified on Oct. 27, 2017.

The 2018 edition will be reproduced on green paper and the changes denoted by an asterisk (*) will be effective throughout North America on April 1, 2018. French and Spanish editions will also be made available. Print and electronic copies of the 2018 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 2018. For bulk discount pricing on orders of 50 or more, please 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 (NASI) training materials.

CVSA hosted a webinar on Feb. 7, 2018, outlining the changes to the April 1, 2018 OOSC. The webinar/presentation outlining the changes will be available for annual in-service/refresher training. To access this webinar at any time, CVSA members can view 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 2018 are outlined on the following pages.

Table of Contents

Changed to reflect the revisions contained in the April 1, 2018 edition of the OOSC.

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

- 1. Action:** Amend Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate by modifying the language in (3) and (4) and adding (6).

Rationale: The modification (3) and (4) was to clarify and address passenger-carrying vehicles. A NOTE was also added for clarification as to what to do when the response for the commercial driver’s license (CDL) is valid but the medical information is not contained in the response. Subsection (6) was added with language regarding CDL non-excepted vehicles when the driver is self-certified as excepted intrastate or interstate.

- 2. Action:** Amend Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate, by amending the NOTE on how to handle certain Canadian licenses.

Rationale: This amendment adds the Alberta Class 3 license requirement for additional evidence of compliance with U.S. medical requirements.

- 3. Action:** Amend Part I, Item 9. DRIVER’S RECORD OF DUTY STATUS – U.S. by amending and deleting some of the additional footnotes related to electronic logging devices.

Rationale: Footnote 12 was amended to clarify that as long as the device (electronic logging device or automatic on-board recording device) is able to produce the logs (via display, data transfer, printing or paper) during a malfunction, the driver will not be placed out of service for no record of duty status. Footnotes 14, 15 and 16 were too complex to be applied uniformly at roadside; therefore, they were removed.

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

- 4. Action:** Amend Part II, Item 1. BRAKES, a. Defective Brakes, (7) Hydraulic and Electric Brakes, (f) by amending the out-of-service condition.

Rationale: This amendment was to add “drum” to this section. This allows for hydraulic and electric brakes to be a 20 percent brake defect if the friction surface of the brake drum and the brake friction material are contaminated by oil, grease or brake fluid.

- Action:** Amend Part II, Item 3. COUPLING DEVICES, b. Upper Coupler Assembly (Including Kingpin) by adding a NOTE to address flat countersunk socket head cap screws.

Rationale: In consultation with industry, it was determined that these bolts should not be included in the OOSC used for other upper coupler bolts.

- Action:** Amend Part II, Item 3. COUPLING DEVICES, f. Safety Devices by adding an Exception to address knotted or twisted safety devices.

Rationale: In consultation with industry, it was determined that although twisted/knotted chains would degrade the functionality of the chain, it would not be to the point that it would affect the use of this chain for a safety device for a full trailer. It would still be defective when being used for a tiedown on a piece of cargo.

- Action:** Amend Part II, Item 5. EXHAUST SYSTEMS, b. and c. to clarify leaks in bus exhaust systems.

Rationale: The previous language did not specifically indicate if the leak and discharge were to be treated the same and was also confusing as to whether the distance from the rear of the vehicle and the window and door openings only applied to the discharge location of the exhaust.

Inspection Bulletins

Changed to reflect the revisions contained in the April 1, 2018 edition of the OOSC.

Operational Policy 15

Changed to reflect the revisions contained in the April 1, 2018 edition of the OOSC.

Clarification to the Mexican Licencia Federal de Conductor (LFC)

- Amend Part I, Item 2. OPERATOR'S/CHAUFFEUR'S LICENSE OR PERMIT (NON-CDL), b. Endorsements and Restrictions by editing the NOTE for the Licencia Federal de Conductor (LFC).
- Amend Part I, Item 3. COMMERCIAL DRIVER'S LICENSE (CDL), a. License, (2) by editing the NOTE for the Licencia Federal de Conductor (LFC).
- Amend Part I, Item 3. COMMERCIAL DRIVER'S LICENSE (CDL), c. Endorsements and Restrictions by editing the NOTE for the Licencia Federal de Conductor (LFC).

Rationale: In consultation with Mexico, the Licencia Federal de Conductor (LFC) inspection schematic was updated to reflect the current licenses issued to Mexican drivers of commercial motor vehicles. The three NOTES related to the LFC in the OOSC needed to be updated to reflect this new information. A copy of the new inspection schematic is available in the Operations Manual through the [online CVSA member portal](#) and will also be a foldout in the Inspection Procedures section of the "North American Standard Out-of-Service Criteria Handbook and Pictorial."

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, please contact CVSA Director of Roadside Inspection Program Kerri Wirachowsky at kerriw@cvsa.org or 301-830-6153.

Respectfully,

A handwritten signature in black ink, appearing to read 'Collin B. Mooney'.

Collin B. Mooney, MPA, CAE
Executive Director
Commercial Vehicle Safety Alliance