

ISSUE NUMBER

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ISSUE NAME

CMV Enhanced Standard - Updates for Coolant and Driveline Leaks

STATUS

Closed

Enforcement and Industry Modernization Committee

NAME

Matt Cearnal

AGENCY

Kodiak Robotics

ADDRESS

3901 Corporate Dr, Suite 300
Suite 300
Lancaster, TX 75134
United States

PHONE

4696882394

EMAILm.cearnal@kodiak.ai**SUMMARY OF ISSUE**

In the Enhanced Inspection process and standards it seems that inspection of the drive axle assemblies for axle oil leaks, and cooling system inspections for coolant leaks is missing. The pass/fail criteria is also missing from the standard for these items as well.

JUSTIFICATION OR NEED

Due to the operational allowances associated with the Enhanced Inspection, it seems logical that these additional inspection points and the related standards would be beneficial, even needed, to ensure the bypass considerations proposed with it. These are vital fluids that, when depleted, would cause and out of service or even breakdown condition.

REQUEST FOR ACTION

Incorporating the above mentioned inspection points and a related pass/fail standard of a proposed level 2 leak failure for both would add depth to the inspection content and integrity.

ACTION TAKEN BY COMMITTEE

It was reported that the enhanced inspection process was found to be missing some items, particularly on coolant and engine/transmission fluid Leaks. Oil leaks are a violation within the FMCSR's and should have been included in the standard. Section 1.3 of the standard was edited to add a new section (f) for the differential. A defect would be a loose fastener or a level 2 fluid leak. The loose fastener was added as a defect to keep the enhanced standard in line with Canadian NSC standard 11B. A new section 1.5 was also added for engine/transmission to make an oil or coolant level 2 leak a defect during the enhanced inspection.

Discussion included a question around whether trained inspectors would be prepared to understand this change. The changes made to any of the enhanced inspection materials will be included in the in-service training that all certified enhanced inspectors are required to attend.