

**ISSUE NUMBER**

21-021-VEH

**ISSUE NAME**

OOSC, Part II, Item 14.- Wheels, Rims and Hubs, i. Hubs - Leaking Wheel Seal

**STATUS**

Closed

Vehicle Committee

**NAME**

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**AGENCY**

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**EMAIL**[dustin.henderson@dps.texas.gov](mailto:dustin.henderson@dps.texas.gov)**SUMMARY OF ISSUE**

An actively leaking inner wheel seal on a disc brake system but it does not contaminate the brake friction surface due to the oil draining in the rotor vents. See attached video.

**JUSTIFICATION OR NEED**

The active wheel seal leak poses a safety risk due to losing all of the oil and the hub seizing up, which can lead to a crash. Furthermore, it is likely at some point the brake friction material will become contaminated during transportation, which could lead to a fire, as well as a defective brake.

**REQUEST FOR ACTION**

I respectfully request the Out of Service Criteria be amended to include wording which places a vehicle out of service if a wheel seal can be seen actively dripping without the brake friction material being contaminated.

**SUPPORTING DOCUMENTS/PHOTOS**

- [FullSizeRender.mov](#)

**ACTION TAKEN BY COMMITTEE**

A discussion was had and a motion was made to amend the OOSC 14. Wheels, Rims and Hubs. i. Hubs (3). There was discussion of whether it is an imminent hazard for having a leaking wheel seal of any kind. A question was posed whether it should be an OOS or just a violation until it is to the severity of contaminating the lining. There was discussion and clarification on the OOSC #3 and the corresponding notes. Comment from industry was that it is not imminent hazard and will be fixed prior to dispatch. A motion was made to amend as follows:

(3) When any wheel seal is leaking and accompanied by evidence that further leaking will occur. (396.5(b))

This motion was voted down and no changes to the OOSC were made. The OOSC condition remains the same.