

**ISSUE NUMBER**

23-044-PCC

**ISSUE NAME**

OOSC, Part II, Item 10. Steering, g. Ball and Socket Joint Play - Prevost Motorcoaches

**STATUS**

Closed

Passenger Carrier Committee

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**AGENCY**

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We have had issues with coaches being put out of service for drop down tie rod inspection , here is one example. Vio Code 396.3A1-TRDL Section 396.3 (a) (1) Tie Rods / Drag Link - Defective Clamps / Holes / Missing nuts: Ball joints on drag link (steering component) excessive have wear able to rotate draglink with hand pressure. Drag link able to move forward and back over 5 in"

**JUSTIFICATION OR NEED**

We have had many coaches towed from Disney and other areas for out of service and found the ball joint end play within spec. we inspect the coach, pay the tow bill and release the coach!

**REQUEST FOR ACTION**

This is a training opportunity to show how to inspect this type of component.. Prevost already has an online training on this component. All these drop type ball joints move 5 inch from side to side but still are within speck

**SUPPORTING DOCUMENTS/PHOTOS**

- [Drop-tie-rod.jpg](#)
- [2023-04-14-Let-Florida-Highway-Patrol.pdf](#)
- [Anderson-Tie-Rod-Job-Card.pdf](#)
- [Tie-rod-rebuild-info.pdf](#)
- [Tie-Rod-information.pdf](#)

**ACTION TAKEN BY COMMITTEE**

The requestor advised that these violations were written in a specific jurisdiction and nowhere else. The jurisdiction subsequently removed the violations after DataQs were filed. The CVSA Out of Service Criteria and all training curriculum states that rotational movement is permitted on steering ball and socket joints. The drop-down style drag link uses rotational movement that can be confused with lateral movement due to the pendulum swinging movement, but it is still considered rotational movement. Based upon the resolution by the jurisdiction and no other complaints, the issue was closed with no further action.