

ISSUE NUMBER

24-016-VEH

ISSUE NAME

OOSC Brakes - Condition for Disconnected Gladhand

STATUS

Open

Vehicle Committee

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Missouri roadside inspector wrote 7 violations with 2 being out of service for brake violations when it was a glad hand disconnected (notated on the inspection). Once the driver hooked up the glad hand, the driver was allowed to leave the scene.

JUSTIFICATION OR NEED

The impact of one glad hand being disconnected led to an extremely large impact on this carrier's CSA Vehicle Maintenance score.

REQUEST FOR ACTION

I respectfully request that an officer treat a disconnected glad hand like a disconnected pig tail situation. Allow the driver to re-hook the glad hand and then conduct the inspection.

SUPPORTING DOCUMENTS/PHOTOS

- [Issue-Request.pdf](#)

ACTION TAKEN BY COMMITTEE

This item was originally brought to Operation Air Brake (OAB), OAB indicated that the documenting of each brake was correct, based on current guidance. However, understanding that the multiple violations/OOS may weigh heavily on a CSA score, they agreed that something similar to lights out due to an unplugged pigtail could be considered. Further discussion was regarding the electric brakes not functioning for the same reason. So additional language was developed to incorporate the electric brakes as well. It was also suggested that a note be put in the lighting section for the electric brakes to point readers to the brake section for the electric brake guidance and in Electric Brake section to point readers back to the lighting section to ensure two violation will be noted (one for the brakes and one for the lights when an electrical cable is unplugged on an electric braked trailer.

This OOSC below, will be in the 2025 OOSC criteria pending ballot approval.

In the air hose section of the OOSC, the following would be added.

AIR BRAKE HOSE/TUBING

All required brakes on towed vehicle(s) inoperative due to service gladhand not connected to the trailer(s). (Air Brakes - 393.45(d))

NOTE: After service gladhand connection is re-established, all towed vehicle(s) required brakes shall be inspected and, if applicable, recorded as per Operational Policy 14 – Enhancing Roadside Inspection and Enforcement Data Uniformity.

In the Defective Brakes Section under Electric Brakes in the OOSC, the following would be added.

DEFECTIVE BRAKES 20% - Hydraulic and Electric Brakes

All required electric brakes on towed vehicle(s) inoperative due to no electrical connection. 396.3(a)(1) – 20%)

NOTE: After electrical connection is re-established, all towed vehicle(s) required brakes shall be inspected and, if applicable, recorded as per Operational Policy 14 – Enhancing Roadside Inspection and Enforcement Data Uniformity.

NOTE: Refer to “Lighting Devices” for electrical lighting systems.

In the Lighting Section in the OOSC, the following would be added.

9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS)

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b. At Any Time – Day or Night

(4) All electrical lighting systems on towed vehicle(s) inoperative due to no electrical connection (e.g., unplugged or loose pigtail). (393.23)

NOTE: Refer to “Brake Systems” for inoperative electrical brakes.