

• A SUMMARY OF THE 2009 **NORTH AMERICAN** *Standard*

OUT-OF-SERVICE CRITERIA FOR COMMERCIAL VEHICLES

As an industry service, **ExxonMobil** is proud to sponsor this important safety information.



OUT-OF-SERVICE CRITERIA:

KEEP YOUR TRUCKS ON THE ROAD

The Commercial Vehicle Safety Alliance (CVSA) has released the revised Out-of-Service Criteria (OOSC), effective April 1, 2009, for placing vehicles Out-of-Service at roadside safety inspections. CVSA is a nonprofit organization bringing federal, state and provincial government agencies together with representatives from private industry in the United States, Canada and Mexico who are dedicated to improving commercial vehicle safety.

The OOSC identifies serious violations that render a commercial vehicle or commercial vehicle operator an imminent danger to the general public. Commercial vehicles

and operators placed Out-of-Service cannot operate until those items that rendered them out of service are remedied or repaired.

The OOSC contains minimum standards. CVSA emphasizes that operators should maintain their equipment at a higher level than presented in the OOSC.

The following information is only a summary and is limited to OOSC relevant to property-carrying operations. This summary does not necessarily cover the OOSC in full detail, so it is strongly recommended that operators also obtain the Official 2009 CVSA North American Standard Out-of-Service Criteria. The official version (available in CD-ROM, handbook,

pictorial and standard versions) includes complete details, graphics and federal regulation references. For information on obtaining the official criteria, visit www.cvsa.org or call 202-775-1623.

The necessity for CVSA law enforcement members to implement and adhere to these standards is:

- A matter of law;
- Determined as necessary by the alliance to promote safety; and
- A professional obligation. Except where state, provincial or federal laws preclude enforcement of a specific item, CVSA law enforcement members shall comply with the North American Standard Out-of-Service Criteria.



2009 OUT-OF-SERVICE CRITERIA

VEHICLE OUT-OF-SERVICE CRITERIA

BRAKES

Defective brakes

A vehicle or combination vehicle is Out-of-Service if 20 percent or more of its service brakes have one of the following defects:

- Any steering-axle brake defect listed in next section.
- Won't actuate effectively or friction material won't contact drum/rotor.
- Audible air leak at chamber.
- Missing brake on any axle required to have brakes.

Drum air brakes

- Broken or missing brake shoe, lining, return spring, anchor pin, spider, cam roller, camshaft, pushrod, yoke, clevis pin, brake adjuster, parking brake power spring or air chamber mounting bolt.
- Loose air chamber, spider or camshaft support bracket.
- Lining has crack/void, observable on edge, wider than 1/16 inch.
- Portion of lining is missing, to the extent that rivet/bolt is exposed.
- Lining has crack, observable on edge, longer than 1 1/2 inch.
- Loose lining segment, permitting

about 1/16-inch movement.

- Entire segment of lining is missing.
- Evidence of oil, grease or brake fluid contamination of the friction surface of the brake drum and the brake friction material.
- Lining thickness less than 1/4 inch or to wear indicator, if so marked, at shoe center.

Air disc brakes

- Broken or missing caliper, brake pad, pad retaining component, pushrod, yoke, clevis pin, brake adjuster, parking brake power spring or air chamber mounting bolt.
- Loose or missing brake chamber or caliper mounting bolt.
- Rotor has evidence of severe rusting or metal-to-metal contact over the rotor friction surface or on either side.
- Evidence of oil or grease contamination of the friction surface of the brake rotor and the brake friction material.
- Brake pad thickness is less than 1/16 inch or to wear indicator if pad is so marked.

DEFECTIVE BRAKE CHART

May be used to assist in determining when a vehicle/combination is to be placed Out-of-Service.

Total number of brakes required to be on a vehicle combination

↳ 4	1
6	2
8	2
10	2
12	3
14	3
16	4
18	4
20	4
22*	5 ←

Total number of defective brakes necessary to place the vehicle or combination Out-of-Service

* For a vehicle or combination that exceeds 22 brakes, determine the number of defective brakes by using 20 percent of the total number of brakes, rounding fractions up to the next whole number. In calculating the number of defective brakes, round all fractions down to the next whole number.

2009 OUT-OF-SERVICE CRITERIA

DRIVER OUT-OF-SERVICE CRITERIA

- Interstate (and intrastate if hauling placarded load) driver is less than 21 years old.
- Not properly licensed, including lack of proper commercial driver's license (CDL) endorsement for type of vehicle being operated.
- Lacks waiver of physical disqualification or equivalent exemption.
- No skill performance evaluation certificate in driver's possession, when required.
- Lacks hearing aid or corrective lenses noted on medical certificate.
- Operating a passenger-carrying vehicle without possessing a valid medical certificate.
- Judged unsafe due to obvious sickness or fatigue.
- Unable to communicate sufficiently to understand and respond to official inquiries and directions.
- Disqualified by Federal Motor Carrier Safety Regulation 391.15.
- Possesses or, to any degree, is under the influence of unauthorized drugs or alcohol (placed Out-of-Service for 24 hours).
- Violates an Out-of-Service order related to intoxicating beverages (placed Out-of-Service for 24 hours).
- Is unable to communicate sufficiently to understand and respond to official inquiries.
- Driver of a property-carrying vehicle will be put Out-of-Service until eligibility is reestablished for any of the following violations: driving more than 11 hours; driving after the 14th hour after coming on duty following 10 consecutive hours off duty; and, barring a 34-hour restart, driving after having been on duty more than 60 hours in seven consecutive days or more than 70 hours in eight consecutive days. Placed Out-of-Service until eligibility to drive has been reestablished.
- Falsification of required driver logs; not having logs for previous eight days. Placed Out-of-Service for 10 consecutive hours.
- Certain short-haul operators are allowed one or two 16-hour days per 7 or 8 days, depending on nature of the operation.

Brake adjustment limits

- With engine off, reservoir at no more than 90 to 100 psi (dump excess pressure) and brakes fully applied, push rod stroke 1/4 inch or more beyond adjustment limit.
- Counting as one defective brake, two brakes having a stroke less than 1/4-inch beyond adjustment limit. A brake at its adjustment limit is not a violation.
- Clamp-type chamber adjustment limit:
 - Type 20 (6 25/32-inch O.D.) = 1 3/4-inch stroke
 - Type 24 (7 7/32-inch O.D.) = 1 3/4-inch stroke
 - Type 30 (8 3/32-inch O.D.) = 2-inch stroke
 - Type 36 (9-inch O.D.) = 2 1/4-inch stroke
- Long-stroke, clamp-type chamber adjustment limit:
 - Type 20 (6 25/32-inch O.D.) = 2-inch stroke
 - Type 24 (7 7/32-inch O.D.) with less than 3-inch maximum stroke = 2-inch stroke



The Pennsylvania Turnpike's East-West route (Interstates 76/276) and its Northeast Extension (I-476) intersect with the toll-free southern sections of I-476 at the Mid-County Interchange in Norristown, Pa. This is a favored location for truck inspections in Eastern Pennsylvania because of a high volume of truck traffic. Trooper David Hodges of the Pennsylvania State Police pulled this truck aside after the driver paid his toll.

- Type 24 (7 7/32-inch O.D.) with 3-inch maximum stroke = 2 1/2-inch stroke
- Type 30 (8 3/32-inch O.D.) = 2 1/2-inch stroke

Note: Brakes found at the adjustment limit are not defective for the purposes of the 20 percent rule.

Hydraulic and electric brakes

- Missing or broken caliper, brake pad, shoe or lining.
- Movement of the caliper within the anchor plate, in the direction of wheel rotation, exceeds 1/8 inch.
- Rotor has evidence of severe rusting or metal-to-metal contact over the rotor friction surface on either side.

2009 OUT-OF-SERVICE CRITERIA

- Evidence of oil, grease or brake fluid contamination of the friction surface of the brake rotor and the brake friction material.
- Lining/pad thickness of 1/16 inch or less at the shoe center for disc or drum brakes.

Front steering axle brakes

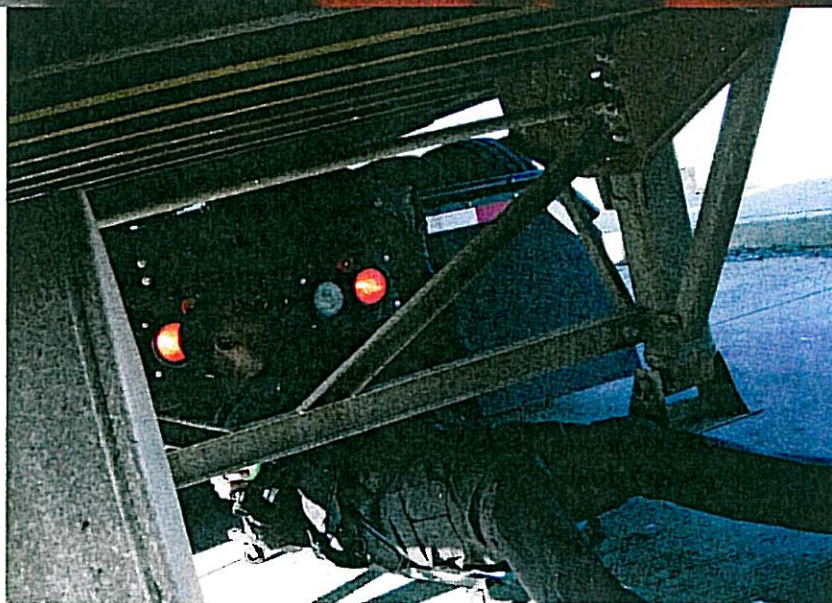
- Any inoperative or missing brake on either wheel of any steering axle of any vehicle equipped or required to be equipped with steering axle brakes, including the dolly and front axle of a full trailer and tractors required to have steering axle brakes.
- Defects of drum air brakes, air disc brakes and hydraulic brakes in the section above apply to front steering axle brakes with one exception: –For drum brakes, lining with a thickness of less than 3/16 inch for a shoe with a continuous strip of lining, or 1/4 inch for a shoe with two lining blocks or to wear indicator, if so marked.
- Mismatched air chamber sizes for drum air brakes and air disc brakes. This excludes long-stroke air chamber versus regular-stroke air chamber; and for drum brakes, differences in design type, such as type 20 clamp versus type 20 rotor chamber. A mismatch on an air disc brake exists only when there is measurable difference in air chamber clamp sizes.
- Mismatched brake adjuster length for drum and air disc brakes.

Spring brake chambers

- Nonmanufactured hole/crack in spring-brake housing.

Trailer/breakaway/emergency braking

- Inoperable breakaway braking system on trailer.



Hodges marks every pushrod, then checks brake-stroke as the driver applies the brakes.

Parking brake

- No brakes are applied when parking brake control is actuated.

Brake smoke/fire

- Brake malfunction causing smoke or fire to emit from wheel end, not including overheating due to severe brake use.

Drum/rotor

- External crack that is visible or opens upon brake application.
- Rotor with a crack in length of more than 75 percent of the friction surface and passes completely through the rotor.
- Portion of drum/rotor missing or in danger of falling off.

Hose/tubing

- Damage through outer reinforcing ply. Rubber-impregnated fabric cover is not reinforcement ply. Thermoplastic nylon may have braid reinforcement or color difference between cover and inner tube. Exposure of second color warrants Out-of-Service judgment.
- Bulge/swelling when air applied.
- Audible leak at other than proper connection.

- Cracked, broken or crimped and restricting air flow.
- Improper splice (such as hose ends forced over piece of tubing and secured with hose clamps).

Air loss rate

- 80 to 90 psi reservoir pressure not maintained with governor cut in, with engine idling and with service brakes fully applied.

Tractor protection system

- Missing or inoperative components, including tractor-protection valve and/or trailer supply valve.

Low-air warning device

- Both the audible and visual warning devices fail to operate as required.

Air compressor

- Loose mounting bolts.
- Cracked/broken/loose pulley.
- Cracked/broken mounting bracket/brace/adaptor.

Air reservoir

- Separated from original attachment points.

Electric

- 20 percent or more of brakes on vehicle or combination don't work.
- Missing or inoperative breakaway braking device.

Hydraulic

- No pedal reserve, engine running.
- Master cylinder below 1/4 full.
- Inoperative power assist.
- Hose seeps or swells under pressure.
- Any observed brake fluid leak upon full brake application.
- Missing/inoperative breakaway braking device.
- Hydraulic hose worn through outer cover to fabric layer.
- Fluid line/connection is broken, restricted, crimped or cracked.
- Failure/low-fluid warning light is actuated or inoperative.

Vacuum system

- Insufficient reserve for one full-brake application after engine stopped.
- Vacuum hose/line restricted, worn through the outer cover to cord ply, is crimped, cracked or broken or collapses when vacuum is applied.

Performance-based brake tests (PBBTs)

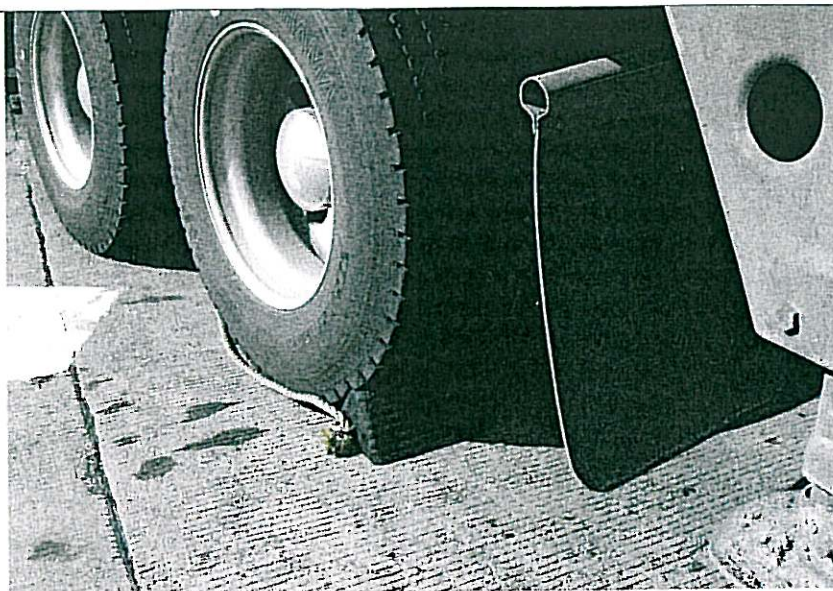
- Failing to develop a total brake force as a percentage of gross vehicle or combination weight of 43.5 or more on an approved PBBT.

COUPLING DEVICES

FIFTH WHEEL

Mounting to frame

- More than 20 percent of fasteners on either side missing/ineffective.
- Any movement between mounting components.
- Mounting angle iron cracked or broken. Specifically: Any crack in repair weld; well-defined crack in stressed or load-bearing areas; crack through 20 percent or more of original weld or parent metal.



Mounting plates and pivot brackets

- More than 20 percent of fasteners on either side missing/ineffective.
- Any welds or parent metal cracked. Specifically: Any crack in repair weld; well-defined crack in stressed/load-bearing area; crack through 20 percent or more of original weld or parent metal.
- Horizontal movement over 3/8 inch between pivot bracket pin and bracket.
- Pivot bracket pin missing/not secured.

Sliders

- More than 25 percent of latching fasteners per side ineffective.
- Any fore or aft stop missing/insecurely attached.
- More than 3/8-inch movement between slider base and slider bracket.

Operating handle

- Not in locked position.

Plate

- Cracks in fifth wheel plate or repair weld, or cracks extending through 20 percent or more of original weld/parent metal. Exceptions: Cracks in approach ramps and casting-shrinkage cracks in ribs of body of cast fifth wheel.

Safety inspections need to be carried out safely, so inspectors carry wheel chocks since service brakes must be checked with the parking brake off. Creepers allow them to move freely under tractor and trailer to check items such as brakes and suspensions.

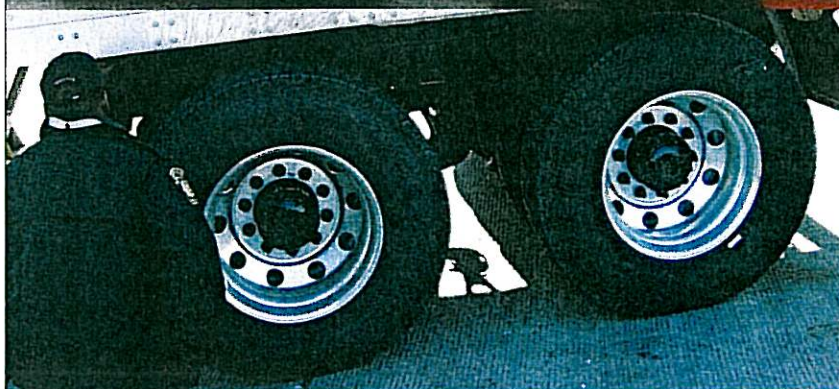
Lock

- Locking mechanism parts missing, broken or deformed so kingpin isn't securely held.

UPPER COUPLER AND KINGPIN

- Cracked repair weld.
- Well-defined crack in stressed or load-bearing area.
- Crack through 20 percent or more of original weld or parent metal.
- Horizontal movement between upper and lower fifth wheel halves exceeds 1/2 inch.
- Kingpin not properly engaged.
- Insufficient number of bolts per side based on the maximum trailer GVWR, bolt grade and size of bolt.
- If deemed necessary to check previously uncoupled semitrailer during terminal inspection, unit is Out-of-Service if kingpin can be moved by hand in any direction. Do not break a combination just to make this test.

2009 OUT-OF-SERVICE CRITERIA



The landing gear and reefer fuel tank and lines get a careful look-see to make sure all is secure.

PINTLE HOOK

- Welded repair of assembly.
- Ineffective or missing fastener. A fastener isn't missing if there's an empty hole in the device but no corresponding hole in the frame, and vice versa.
- Loose mounting.
- Insecure latch.
- Crack in pintle hook assembly or frame crossmember used for pintle attachment.
- Section reduction visible when coupled. No part of horn may have section width reduced more than 20 percent by wear.

DRAWBAR

Eye

- Crack in attachment weld or eye.
- Missing/ineffective fastener.
- Section reduction visible when coupled. Eye must not be worn beyond 20 percent of original cross-section thickness.
- Any welded repair.

Tongue

- Slider (power or manual) with ineffective latching mechanism, missing or ineffective stop, more than 1/4-inch movement between slider and housing, or leaking of air/hydraulic cylinder, hose or chamber. Exception is weeping typical of hydraulic seals.

- Any cracks.
- Movement of 1/4 inch or more between subframe and drawbar at point of attachment.

SAFETY CHAINS, CABLES AND HOOKS

- Safety device missing.
- Safety device is damaged or defective.
- Safety device detached or incapable of secure attachment.
- Improper repair of chain or hook with welding, wire, bolt, rope or tape.

SADDLEMOUNT (DEMOUNTABLE DEVICE SERVING AS FIFTH WHEEL IN DRIVE-AWAY/TOW-AWAY OPERATION)

- Missing/ineffective fastener.
- Loose mounting.
- Crack/break in stressed or load-bearing member.
- More than 1/4-inch horizontal movement between saddlemount halves.

FULL TRAILER

(DOUBLE RING, BALL-BEARING TURNABLE)

- Either top or bottom flange has fewer than six effective bolts.
- 20 percent of original/repaired welds, or parent metal, is cracked.
- Wear permits top and bottom flange to touch.
- Flange is cracked.

EXHAUST SYSTEMS

- System layout where burning, charring or damaging of electrical

wiring, fuel supply or combustible part of vehicle would be likely.

FRAME

- Cracked/loose/sagging/broken frame side rail permitting body to shift into moving parts, or other condition indicating imminent collapse of frame.
- Cracked/loose/broken frame member adversely affecting support of steering gear, fifth wheel, engine, transmission, body parts, suspension or other component.
- 1 1/2-inch or longer crack in frame side rail web that is directed toward bottom flange.
- Crack extending from frame side rail web around the radius and into bottom flange.
- 1-inch or longer crack in bottom flange of side rail.

AXLES (ADJUSTABLE)

- Sliding subframe with more than 25 percent of locking pins missing or disengaged.

FUEL SYSTEMS

Liquid fuels

- Dripping leak anywhere, including reefer/heater fuel system.
- Fuel tank loose due to broken or missing bolts and/or brackets.

Note: Some tanks are mounted on springs or rubber bushings.

Gaseous fuels

- Any fuel leakage from the CNG or LPG system detected by smell, hearing or vision.

LIGHTS

(HEADLAMPS, TAIL LAMPS, LAMPS ON PROJECTING LOADS, STOP LAMPS AND TURN SIGNALS)

Note: The following items only are Out-of-Service defects when lights must be illuminated.

2009 OUT-OF-SERVICE CRITERIA

- Does not have at least one headlamp operable on low beam.
- Does not have at least one, steady burning red lamp on the rear of the rearmost vehicle, visible from 500 feet. A lamp visible from 500 feet also must be affixed to rear of loads projecting more than 4 feet beyond the body. *Note: The following items are Out-of-Service defects during the day and at night.*
- Does not have at least one operative stop lamp on rear of a single vehicle (or the rearmost vehicle of a combination) visible from 500 feet.
- Does not have operative turn signal on both sides of the rear of a single vehicle or the rearmost vehicle of a combination. Exception: Bobtail tractor with double-sided front signals visible to passing motorist need not have rear signals.

SAFE LOADING/TIEDOWNS

- Spare tire or portion of load/dunnage could fall from vehicle.
- Aggregate working load limit of securement devices is less than 1/2 the weight of the cargo being secured. *Note: Equivalent means of securement (e.g., vehicle structures, dunnage bags, shoring bars, etc.) may be used to comply; not all cargo must be "tied down" with chains, webbing, wire rope, cordage, etc.*
- No edge protection. *Note: Out-of-Service only when the required tiedown has evidence of damage resulting from unprotected contact with cargo.*
- Cargo that is likely to roll is not restrained by chocks, wedges, cradle or other equivalent means.
- Articles secured by transverse tiedowns are not in direct contact with one another and are not prevented from shifting while in transit.
- Articles not blocked or positioned to prevent movement in the forward direction and are not secured by

one tiedown for articles up to 5 feet in length and weighing up to 1,100 pounds; two tiedowns for articles less than 5 feet in length and weighing more than 1,100 pounds or those between 5 feet and 10 feet in length regardless of weight; two tiedowns if the article is longer than 10 feet and one additional tiedown for every 10 feet or fraction thereof beyond the first 10 feet.

- Articles blocked or braced to prevent movement in the forward direction and not secured by at least one tiedown every 10 feet of length or fraction thereof.
- Chain is defective if: link is broken, cracked, twisted, bent or stretched; chain contains nicks, gouges, abrasions, wear or knots causing a 20 percent or more reduction in original material thickness; chain displays weld other than original weld used to close each link. Clevis-type repair link, if strong as original link, is OK.
- Wire rope is defective if working portion contains corrosion with pitting; kinked or bird-caged section; popped core in working section; more than three broken wires in any strand; more than two broken wires at fitting; more than 11 broken wires in any length measuring six times its diameter (for example, with a 1/2-inch-thick rope, more than 11 broken wires in any 3-inch section); repairs other than back/eye splice; discoloration from heat or electric arc.
- Fiber rope is defective if working portion contains: burned/melted fibers except on heat-sealed ends; excessive wear; reduced diameter (20 percent or more is excessive) or other evidence of strength reduction; any repair (properly spliced lengths are not considered a repair); ineffective knot used for connection/repair of binders.
- Synthetic webbing is defective if working portion contains: knot(s);

more than 25 percent of stitches separated; broken/damaged hardware; any repair or splice; overt damage; severe abrasion; cumulatively for entire working length of one strap, cuts/burns/holes exceeding width of 3/4 inch for 4-inch-wide webbing, exceeding width of 5/8 inch for 3-inch-wide webbing or 3/8 inch for 1 3/4-inch-wide or 2-inch-wide webbing. Defects through the webbing are additive across the width of the strap face for its entire effective length, but only one defect is additive for any specific width.

- Steel strapping is defective if it: fails to have at least two pair of crimps in each seal for strappings more than 1 inch; is arranged in an end-over-end lap joint not sealed with at least two seals; is obviously damaged or distorted.
- Load binders or fittings that obviously are cracked, worn, corroded, distorted from heat or electric arc.
- Evidence of wire rope slipping through cable clamp.
- Anchor points on vehicle displays; distorted/cracked rails or supports; cracked weld; damaged/worn floor rings.
- Cargo not secured according to commodity-specific regulations in Part 393. Commodities covered are logs; dressed lumber and similar products; metal coils; paper rolls; concrete pipe; intermodal containers; automobiles, light trucks and vans; heavy vehicles, equipment and machinery; flattened or crushed vehicles; roll-on/roll-off or hook lift containers; and large boulders.

STEERING

General

- Modification or other condition interfering with free movement of steering component.

Free play

- With 18-inch diameter steering

2009 OUT-OF-SERVICE CRITERIA

wheel, MS free play arc of 4 3/4 inch or more. With PS, free play arc of 7 1/8 inch or more.

- With 19-inch diameter steering wheel, MS free play arc of 5 inch or more. With PS, free play arc of 7 1/2 inch or more.
- With 20-inch diameter steering wheel, MS free play arc of 5 1/4 inch or more. With PS, free play arc of 7 7/8 inch or more.
- With 21-inch diameter steering wheel, MS free play arc of 5 1/2 inch or more. With PS, free play arc of 8 1/4 inch or more.
- With 22-inch diameter steering wheel, MS free play arc of 5 3/4 inch or more. With PS, free play arc of 8 5/8 inch or more. *Note: For power systems (engine running), if steering wheel movement exceeds free play of 45 degrees before tires move, rock steering wheel between points of power steering valve resistance. If that movement exceeds 30 degrees or the maximum arc (in inches) for manual systems using that size of wheel, the vehicle is Out-of-Service.*

Column

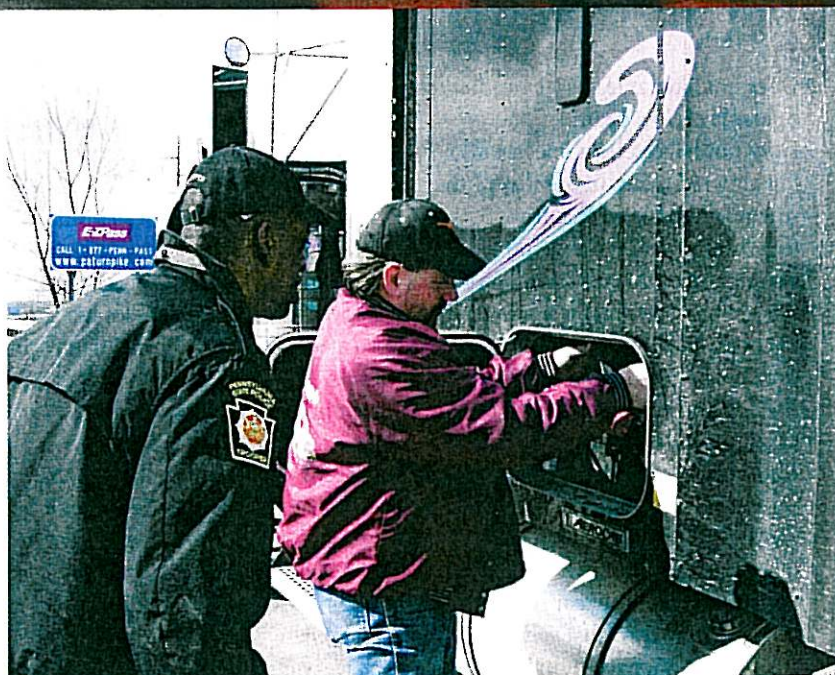
- Missing/loose U-bolt or positioning part.
- Worn, faulty or repair-welded universal joint.
- Steering wheel not properly secured.
- Telescopic steering column does not lock into position.

Front axle beam and all steering components except column

- Crack or welded repair.

Steering box

- Missing/loose mounting bolt.
- Cracked box/mounting bracket.
- Any obvious welded repair.
- Any looseness of the yoke coupling



Here, Hodges asks the driver to open the storage compartment. One part of an inspection is checking for the required onboard safety equipment, which includes items such as a fire extinguisher and reflectors.

to the gear input shaft.

Pitman arm

- Loose on steering gear output shaft.
- Any obvious welded repair.

Power assist cylinder

- Loose auxiliary power assist cylinder.

Ball and socket joints

- Movement of stud nut under steering load.
- Motion — other than rotational — between linkage member and its attachment point that exceeds 1/8 inch (measured by hand pressure only).
- Any obvious welded repair.

Tie rod and drag link

- Loose clamp/bolt.
- Looseness in any threaded joint.

Hardware

- Loose/missing nut on tie rod, pitman arm, drag link, steering arm or tie rod arm.

C-dolly

- Inoperative or missing steering locks.
- Not centered in the "zero" locked position.

SUSPENSION

Axle parts/members

- U-bolt or other spring-to-axle clamp bolt cracked, broken, loose or missing.
- Axle, axle housing, spring hanger or other axle-positioning part cracked/broken/loose/missing, resulting in shifting of axle from its normal position. *Note: After a turn, lateral axle displacement is normal with some suspensions, including composite springs on steer axles.*

Composite springs

- Crack, passing completely through the spring, which extends more than three-quarters the length of the spring.
- Intersecting cracks, of any length, which pass completely through the spring.

2009 OUT-OF-SERVICE CRITERIA



Spring assembly

- Any leaf or portion of leaf is missing or separated from assembly.
- One-fourth or more leaves in one assembly are broken.
- Broken coil spring or torsion bar spring.
- Missing rubber spring.
- Any displaced leaf that could contact a tire, rim, brake drum or frame.
- Deflated air suspension.
- Broken main leaf. Main leaves are those in main and, if equipped, helper spring packs which: form a spring eye at both ends; extend at both ends into spring hanger, equalizer, spring end cap or insulator box mounted on axle.

Torque, radius, tracking components

- Any part of above-referenced assembly (or part for attaching same to frame/axle) that is cracked/bro-

The front axle is the only one that is plainly visible while standing up. Since it incorporates the steering linkage as well as suspension parts, it always gets special attention.

ken/loose/missing. Includes spring leaves used as radius or torque rods and missing bushings; but not loose bushings in torque, track rods or sway bars.

TIRES

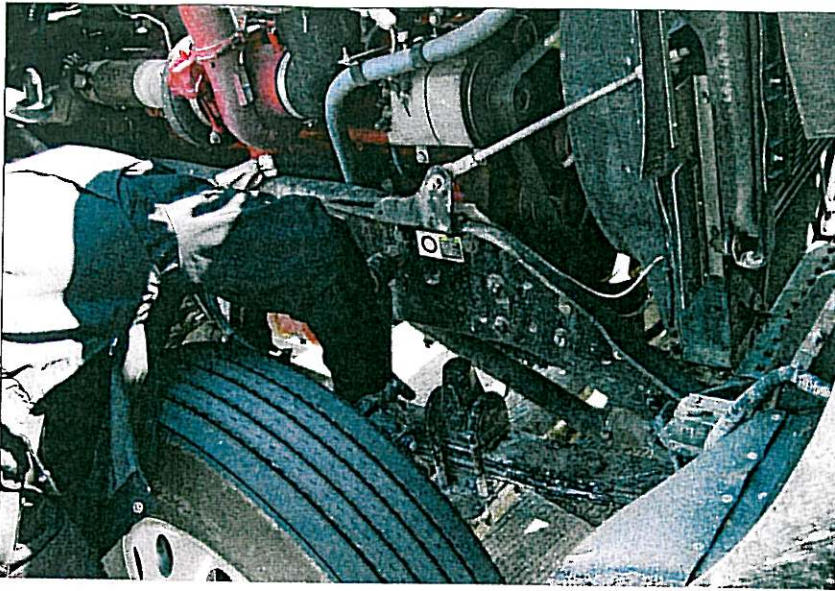
Tire/wheel clearance

- Any condition, including loading, causing body or frame to contact tire or wheel assembly at the time of inspection. Evidence of prior contact is not a defect.

Steering axle of power unit

- Less than 2/32-inch tread depth at two, adjacent, major tread grooves anywhere on tire.
- Portion of breaker strip or casing ply visible in tread.
- Sidewall cut, worn or damaged, thereby exposing ply cord.

- Labeled "Not For Highway Use" or other marking excluding current application (excluding farm/offroad vehicles briefly on the road).
- Bump or knot suggesting tread/sidewall separation. Exception: Bulge from section repair (sometimes identified by adjacent, blue, triangular label) is not a defect unless higher than 3/8 inch.
- Tire has leak that's felt or heard, or has 50 percent less of the maximum inflation pressure marked on the sidewall.
- Mounted/inflated so tire contacts part of vehicle.
- Tire overloaded, including overload resulting from underinflation. Exception: Does not apply to special-permit vehicle operated at a speed low enough to compensate for underinflation.



Wheels get a careful check for cracks. Bearings get checked for leaking seals that could spell future bearing failure or suggest that brake linings may be wetted by lube oil.

Other than steering axle

- If a passenger-carrying vehicle, regrooved, recapped or retreaded tires.
- 75 percent or more of tread width loose or missing, in excess of 12 inches of tire's circumference.
- Less than 1/32-inch tread depth at two, adjacent, major tread grooves at three separate locations on tire. With duals, both tires must have listed defect to warrant Out-of-Service judgment.
- Tire has leak that can be felt or heard, or has 50 percent less of the maximum inflation pressure marked on the sidewall.
- Bias-ply tire with more than one ply exposed in tread area or sidewall, or when exposed area of top ply exceeds 2 square inches. With duals, both tires must have listed defect to warrant Out-of-Service judgment.
- Radial tire with two or more plies exposed in tread area, or damaged cords evident in sidewall or exposed area on sidewall exceeding 2 square inches. With duals, both tires must have listed defect to warrant Out-of-Service judgment.
- Bump or knot suggesting tread/sidewall separation. Exception: Bulge from section repair (some-

- times identified by adjacent, blue, triangular label) is not a defect unless higher than 3/8 inch.
- Mounted or inflated so tire contacts part of vehicle or, in the case of a dual assembly, its mate.
- Tire overloaded, including overload resulting from underinflation. Exception: Does not apply to special-permit vehicle operated at a speed low enough to compensate for underinflation.

VANS AND OPEN-TOP TRAILERS

- Broken upper rail accompanied by complete separation of flange.
- Buckled upper rail accompanied by one of the following conditions: missing or loose fasteners at adjacent roof bows and/or side posts; missing, broken or ineffective adjacent roof bows.
- Broken lower rail accompanied by one of the following conditions: complete separation in the bay area plus sagging floor, rail or crossmember; missing or loose fasteners at side posts adjacent to crack.
- With drop-frame trailer, any twist, bend or fatigue crack at point where frame drops.
- Three or more adjacent crossmem-

bers are broken and/or completely detached from, and sagging below, lower rail in bay area.

- Broken floor accompanied by protruding freight and sagging crossmembers.
- Complete penetration of fiberglass-reinforced-plywood side panels in bay area, resulting in sagging lower rail.

WHEELS, RIMS AND HUBS

- Lock/side ring is bent, broken or cracked or improperly seated/sprung/mismatched.
- Cracked rim (any circumferential crack except one intentionally made at the valve stem hole).
- Disc wheel cracked between any two holes (hand hole, stud hole, center hole).

HOW DO YOU QUALIFY FOR A CVSA DECAL?

A commercial vehicle may qualify for a CVSA decal if it "passes" inspection. "Passes" inspection means that during a Level I or V inspection, no defects are found of critical inspection items listed in the Commercial Vehicle Safety Alliance (CVSA) Out-of-Service Criteria (OOSC).

Defects that are noted during a Level I or Level V inspection that are not critical inspection items shall not affect "Pass Inspection" or decal qualification.

Months

January, February, March

April, May, June

July, August, September

October, November, December

Color

Green

Yellow

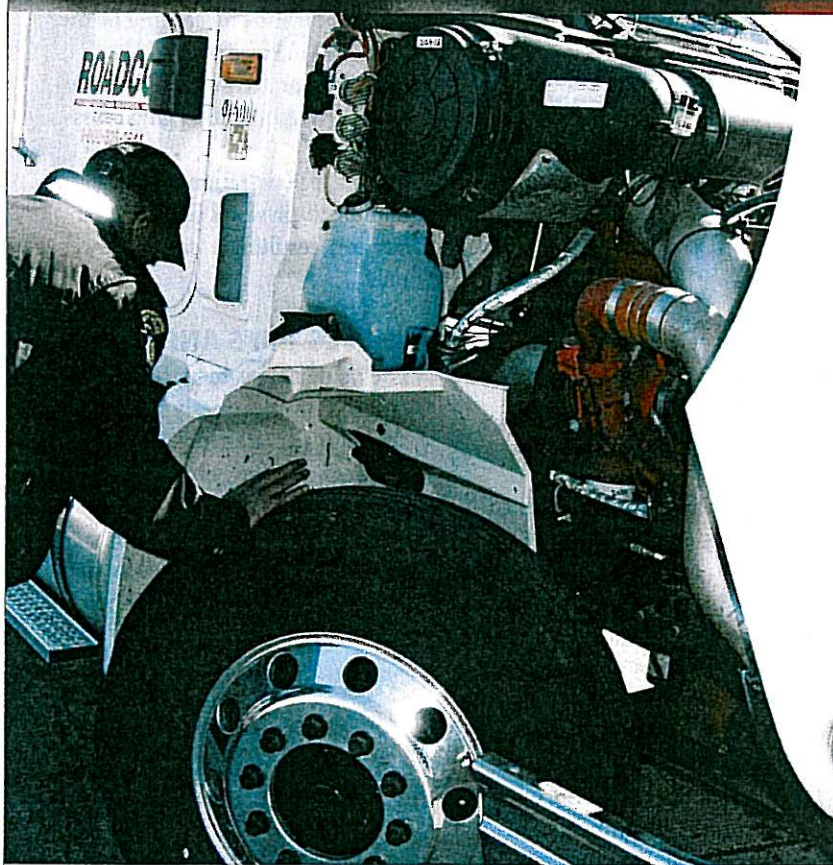
Orange

White

CORNER REMOVAL

- If both upper corners are removed, the decal was issued in the first month of the quarter.
- If the upper right corner is removed, the decal was issued in the second month of the quarter.
- If no corners are removed, the decal was issued in the third month of the quarter.
- The decals are honored during the month of issuance plus the following two months.

2009 OUT-OF-SERVICE CRITERIA



Hodges pops the hood in order to get a good view of the steering and front brakes.

- Disc wheel with two cracks.
- Disc wheel with one crack extending 3 inches or more.
- Disc wheel with 50 percent or more of stud holes elongated.
- Spoke wheel with two or more cracks (of 1 inch or greater length) across spoke or hub section.
- Spoke wheel with two or more web areas cracked.
- Tubeless demountable adapter crack (cracks at three or more spokes).
- Fasteners loose/missing/broken/cracked or stripped on disc/spoke wheel. For a 10-hole wheel assembly: three missing or defective wheel fasteners in any location, or two missing/defective adjacent fasteners. For 8-hole-or-less wheel assembly: any two missing/defective wheel fasteners.

Weld cracks/repairs

- Crack in weld attaching disc wheel to rim.
- Crack in weld attaching tubeless demountable rim to adapter.
- Welded repair on aluminum wheel on steering axle.
- Welded repair, other than disc to rim attachment, on steel disc wheel on steering axle.

Hubs

- Any bearing (hub) cap, plug or filler plug is missing or broken, affording view of hub assembly.
- Smoking from wheel hub assembly due to bearing failure.
- Any wheel seal is leaking, producing evidence of wet contamination of the brake friction material and accompanied by evidence that further leaking will occur.

- No visible or measurable amount of lubricant showing in hub.

WINDSHIELD WIPERS

- Inoperative/ineffective wiper on driver's side during weather requiring wipers.

HAZARDOUS MATERIALS

Placarded

- Shipping papers do not indicate hazmat.
- Half or more of placards for a hazard class are missing.
- Any placard fails to represent hazmat.
- When required, markings noting poison inhalation hazards for bulk or non-bulk package are missing or illegible.
- Hazmat leaking from any bulk or non-bulk package.
- Transporting HM/DG not blocked, braced or secured as required by the applicable regulation.
- Transporting incompatible materials, such as poisons with foodstuffs.
- Transport of any forbidden material.
- Radiation exceeds 200 mrem/hr at vehicle surface.
- Bulk package's required internal valve is missing or open.
- Bulk package not authorized for material being transported.
- Bulk package with missing or improperly secured manhole cover, venting device or discharge valve.
- On vehicle transporting bulk package(s), half or more of required ID numbers for each material are missing.
- On vehicle transporting bulk package(s), any ID number misrepresents material being transported.
- In Canada, required placards and markings don't appear on all four sides of all large means of containment.
- On bulk package, more than 25 percent of anchoring mechanisms are ineffective. ■