

**2018**



**NORTH AMERICAN STANDARD  
OUT-OF-SERVICE CRITERIA**



**HANDBOOK AND PICTORIAL**

This document replaces and supersedes all previous North American Standard Out-of-Service Criteria.

2018

## Part II

### NORTH AMERICAN STANDARD VEHICLE OUT-OF-SERVICE CRITERIA

VEHICLE

#### POLICY STATEMENT

The purpose of this part is to identify critical vehicle inspection items and provide criteria for declaring vehicles out of service subsequent to a safety inspection.

Except where state, provincial, territorial or federal laws preclude enforcement of a named item, motor carrier safety enforcement personnel and their jurisdictions shall comply with these out-of-service violation standards.

**NOTE:** Decal Qualification: Each vehicle (motorcoach, school bus, other bus, truck, truck tractor, semi-trailer, trailer, converter dollies, etc.) used singularly or in combination may qualify for a CVSA decal if it passes inspection, and a CVSA decal shall be applied. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found in the critical vehicle inspection items.

For the purpose of a CVSA decal issuance, if no violation is detected during a North American Standard Level I or Level V Inspection due to a hidden part, other than pushrod stroke measurements, of the listed critical vehicle inspection items, then a CVSA decal shall be applied. However, if more than 20 percent of pushrod travel on exposed pushrods cannot be measured, then a CVSA decal shall not be applied. If a brake measurement was not obtained due to a hidden component, then "NM" shall be documented for that wheel-end brake as well as being noted on the inspection report that it was not measured due to a hidden component. Brakes not measured will be considered compliant and still included in the 20 percent calculation. An inspector can still apply a CVSA decal even though his/her jurisdiction does not allow for the inspection of gaseous fuel systems.

The decal criteria applies only to the condition of the vehicle, not the driver. It is possible for a driver to be out of service and still have vehicle(s) qualify for a decal. If each vehicle, whether used singly or in a combination, passes inspection, a current CVSA decal shall be affixed and no other CVSA decals shall be visible.

**OUT OF SERVICE:** Authorized personnel shall declare out of service any commercial motor vehicle which by reason of its mechanical condition or loading would be likely to cause a crash or breakdown. An out-of-service vehicle sticker shall be used to declare vehicles out of service as per jurisdictional regulations. No motor carrier shall require nor shall any person operate, or any inspector release any commercial motor vehicle declared out of service until all repairs required by the out-of-service notice have been satisfactorily completed to where a violation no longer exists.

When a vehicle is declared out of service for a condition resulting from an accumulation of violations, all violations that contributed to the specific out-of-service condition must be repaired (e.g., a vehicle or vehicles in combination declared out of service for 20 percent defective brake violations must have all 20 percent defective brake violations repaired prior to being released; or, a vehicle declared out of service for two tires at less than 1/32 inch (0.8 millimeter) tread depth must have both tire violations repaired prior to the vehicle being released, etc.). Once all of the contributing out-of-service violations have been repaired on any vehicle in a combination, that specific vehicle in the combination is no longer considered to be out of service.

An out-of-service condition cannot be corrected by creating a new violation (e.g., if a vehicle is declared out of service for three missing wheel fasteners on one wheel, wheel fasteners from other wheels cannot be removed to correct this out-of-service condition, etc.).

When vehicles in combination are declared out of service for 20 percent defective brake violations, any vehicle within the combination that does not contain a brake violation that contributed to the 20 percent defective brake out-of-service condition is allowed to proceed providing it does not contain any other out-of-service conditions.

No person shall remove the out-of-service vehicle sticker from any commercial motor vehicle prior to completion of all repairs required by the out-of-service notice.

Violations, other than out-of-service conditions, detected during the inspection process will not preclude the completion of the current trip or dispatch. However, such violations must be corrected or repaired prior to re-dispatch.

A critical vehicle inspection item violation(s) (out of service or otherwise) noted during a CVSA Level I Inspection that is successfully repaired on-site and re-inspected by the same inspector at the same inspection location will qualify for a CVSA decal as long as all previously noted



2018

critical vehicle inspection item violation(s) have been properly repaired. In such instances, only a re-inspection of the repaired violation(s) shall be done with decal(s) being applied to the vehicle(s) and properly noted upon the original inspection.

Any vehicle that is repaired off-site or inspected by a different inspector shall be required to have a complete inspection conducted in order to obtain a CVSA decal.

These criteria are neither suited nor intended to serve as vehicle maintenance or performance standards.

VEHICLE

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

### a. WHEN LIGHTS ARE REQUIRED

- (1) Headlamps - The single vehicle or towing vehicle does not have at least one head lamp operative on low beam. (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1); or, Driveaway - 393.17(a)(1))
- (2) Lamps on rear - Bus, truck, truck tractor and towed vehicle (including driveaway/towaway operations) not having at least one steady burning tail lamp on the rear of the rearmost vehicle visible from 500 feet (152.4 m). (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1); or, Driveaway - 393.17(b)(2))
- (3) Lamps on projecting loads - There is not at least one operative steady burning lamp on the rear of loads projecting more than 4 feet (1.2 m) beyond the vehicle body, visible from 500 feet (152.4 m). (Inoperative - 393.9(a); Obscured - 393.9(b); or, Missing - 393.11(a)(1))

### b. AT ANYTIME - DAY OR NIGHT

- (1) Does not have at least one operative stop lamp on the rear of a single unit vehicle or the rear of the rearmost vehicle of a combination of vehicles visible at 500 feet (152.4 m). (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1); or, Driveaway - 393.17(b)(2))
- (2) Does not have an operative turn signal visible on each side of the rear of a single unit vehicle or the rear of the rearmost vehicle of a combination of vehicles. (Inoperative - 393.9(a); Obscured - 393.9(b); Missing - 393.11(a)(1); or, Driveaway - 393.17(b)(2))

**EXCEPTION:** A truck tractor operated as a single unit is not in an out-of-service condition for an inoperative rear turn signal when the turn signals located on the front are visible from the rear.

- (3) Does not have at least one required flag on the rear of loads projecting more than 4 feet (1.2 m) beyond the vehicle body. (393.87(a))
- (4) All electrical systems on towed vehicle(s) inoperative due to no electrical connection (i.e., unplugged or loose pigtail). (393.23)

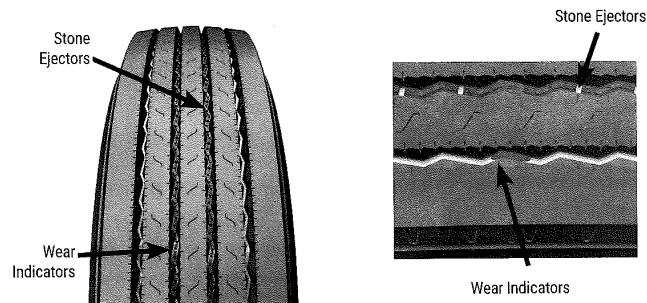
- (6) The sliding suspension attachment member (undercarriage body rail) attachment fasteners are missing along a 4 foot (1.2 m) continuous length of the body rail. (396.3(a)(1))
- (7) The sliding suspension attachment member (undercarriage body rail) on either side exhibits 50 percent or more of attachment fasteners missing. (396.3(a)(1))

## 11. TIRES

### a. ANY TIRE ON ANY FRONT STEERING AXLE(S) OF A POWER UNIT

- (1) With less than 2/32 inch (1.6 mm) tread when measured in any two adjacent major tread grooves (typically any groove containing a tread wear indicator) at any location on the tire. (393.75(b))

**NOTE:** Measurements should not be made on stone ejectors or tread wear indicators.



#### Operational Policy 15 - Inspection/Regulatory Guidance: OOS Frequently Asked Questions 11.a.(1) - Major Tread Groove

- (2) When any part of the belt material, breaker strip or casing ply is showing in the tread. (393.75(a)(1))
- (3) When sidewall is cut, worn or damaged to the extent that the steel or fabric ply cord is exposed. (393.75(a)(1))
- (4) Labeled "Not For Highway Use" or carrying other markings that indicate excluded use on steering axles. (396.3(a)(1))
- (5) Visually observable bump, bulge or knot apparently related to tread or sidewall separation. (393.75(a)(2))

**EXCEPTION:** A bulge (due to a repair) of up to 3/8 inch (9.5 mm) in height is allowed. This bulge may sometimes be identified by a blue triangular label in the immediate vicinity.

- (6) Presence of rubber-coated cord or cured rubber plug in the sidewall. (396.3(a)(1))




2018

VEHICLE

- (7) Tire has noticeable (e.g., can be heard or felt) leak, or has 50 percent or less of the maximum inflation pressure marked on the tire sidewall. (393.75(a)(3))

**NOTE:** Measure tire air pressure only if there is evidence the tire is under-inflated.

 *Operational Policy 15 – Inspection/Regulatory Guidance: Regulatory Guidance 11.b.(1) – Tire Inflation Pressure*

- (8) So mounted or inflated that it comes in contact with any part of the vehicle. (396.3(a)(1))

**NOTE:** An out-of-service condition exists only if the tire can be made to contact another component at the time of inspection.

- (9) Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure. (Load Limit - 393.75(g) or Inflation Pressure - 393.75(i))

**EXCEPTION:** Does not apply to vehicles being operated under the special permit exclusion. (393.75(g)(1))

- (10) Passenger-Carrying Vehicle: Regrooved, recapped or retreaded tires on front steering axles. (393.75(d))

b. ALL TIRES OTHER THAN THOSE FOUND ON THE FRONT STEERING AXLE(S) OF A POWERED UNIT

- (1) Tire has noticeable (e.g., can be heard or felt) leak, or has 50 percent or less of the maximum inflation pressure marked on the tire sidewall. (393.75(a)(3))

**NOTE:** Measure tire air pressure only if there is evidence the tire is under-inflated.

- (2) Any tire with visually observable bump or knot apparently related to tread or sidewall separation. (393.75(a)(2))

**EXCEPTION:** A bulge (due to a repair) of up to 3/8 inch (9.5 mm) in height is allowed. The bulge may sometimes be identified by a blue triangular label in the immediate vicinity.

- (3) So mounted or inflated that it comes in contact with any part of the vehicle. (396.3(a)(1))

**NOTE:** This includes any tire contacting its mate in a dual set.

- (4) Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure. (Load Limit - 393.75(g) or Inflation Pressure - 393.75(i))

**EXCEPTION:** Does not apply to vehicles being operated under the special permit exclusion. (393.75(g)(1))