

2018 Out of Service Criteria

Source: 2018 North American Standard Out-of-Service Criteria Handbook from CVSA

This document contains only selected items (pertaining to air brake combinations) from Part II (Vehicle Section) of the North American Standard Out-of-Service Criteria Handbook

BRAKES	TIRES
<p>If 20% of required brakes are defective. If vehicle has 4 brakes, then 1 defective brake is an out-of-service item. If vehicle has 6, 8, or 10 brakes, then 2 defective brakes are an out-of-service item.</p> <p>Defective means:</p> <ul style="list-style-type: none"> • any lining fails to make contact with braking surface. • audible leak at chamber (diaphragm, clamp, etc.) • missing brake • out of adjustment (For most trucks this means more than two inches of pushrod travel, but it's complicated.) • missing or broken part: shoe, lining, pin, pushrod, yoke, clevis pin, parking brake spring, mounting bolt, etc.) • lining thickness less than ¼ inch. • oil or grease on friction surfaces. • mismatched air chamber or adjuster sizes on steering axle. • smoke/fire from continuous contact (not including severe brake use such as mountain driving.) • cracked drum (not including superficial hairline heat cracks) • hose damage that extends into the reinforcement ply • improperly spliced hose • kinked hose that restricts air flow • inoperative air gauges • inoperative Low Air Warning device (if either audible or visible warning is operative, the vehicle is not OOS). • 80- 90 psi air pressure not maintained when governor is cut-in and engine is at idle. • tractor protection valve fails to close above 20 psi • loose air tanks • cracked, broken, or loose mounting bolts on air compressor. 	<p>STEERING</p> <ul style="list-style-type: none"> • Less than 2/32 inch of tread in any two major tread grooves anywhere on tire (except tread wear indicators). • Any part of reinforcement ply is showing. • Sidewall cut showing reinforcement ply. • Any indication that tire is excluded from steering axle use. • Visible bulge indicating separation. • Plug in sidewall. • Noticeable leak or under 50% inflation. <p>OTHER TIRES</p> <ul style="list-style-type: none"> • Under 50% inflation; bulges from separation. • Missing more than 75% of tread width in excess of 12 inches of circumference. • More than one ply exposed in sidewall in an area exceeding 2 square inches. <p>THE FOLLOWING MUST BE FOUND IN BOTH DUALS ON A DUAL SET</p> <ul style="list-style-type: none"> • More than one ply (radials: two plies) exposed in tread area in more than 2 square inches. • Plug in sidewall. • Less than 1/32 inch of tread remains in 2 major tread grooves (except tread wear indicators) in 3 separate locations at least 8 inches apart. • Any solid item lodged between duals (except mud or snow).
	<p>WHEELS, RIMS, AND HUBS</p> <ul style="list-style-type: none"> • Any circumferential crack • Any visibly elongated stud hole. • 10-bolt wheel: 3 missing anywhere, or 2 adjacent missing. • 8-bolt wheel: 2 missing anywhere. • Any cracked welds. • Any welded aluminum repair. • Missing hub lubricant filler cap • Smoking hub due to bearing failure. • Bearing lubricant on friction surface of brake. • Leaking lubricant caused by loose or damaged hubcap indicating further leakage. • No measurable lubricant in hub.

COUPLING DEVICES	FUEL SYSTEM
<ul style="list-style-type: none"> • More than 20% of fasteners on either side of fifth wheel are missing. • Any movement on mounting components of fifth wheel. • Crack across more than 20% of mounting metal • Crack wider than 1/8 inch. • Cracked repair weld • More than ½ inch slide between upper and lower fifth wheel. <p>PINTLE HOOK</p> <ul style="list-style-type: none"> • Loose, missing, or ineffective fasteners • Any crack • Welded repairs <p>CONVERTER DOLLY</p> <ul style="list-style-type: none"> • Cracks or welded repairs in drawbar eye • Any missing or ineffective fasteners • Cracks in drawbar tongue • Missing or improper repairs to safety chains, hooks, or mounts 	<ul style="list-style-type: none"> • Any dripping leak at any point. • Fuel tank not securely attached.
	LIGHTS
	<p>WHEN LIGHTS ARE REQUIRED</p> <ul style="list-style-type: none"> • Lacks at least one operative head lamp on low beam • Lacks at least one steady burning tail lamp on rearmost vehicle visible from 500 feet. <p>DAY OR NIGHT</p> <ul style="list-style-type: none"> • Lacks at least one operative brake light on rearmost vehicle • Lacks turn signals on each side of rearmost vehicle (bobtail is exempt if front turn signals are visible from rear). • No electrical connection to towed vehicle.
	STEERING
DRIVELINE/DRIVESHAFT	<ul style="list-style-type: none"> • More than 30° play on manual steering or 45° play on power steering. • Missing parts or welded repairs on steering column • Tilt-telescope does not lock in position. • Cracks or welded repairs on front axle. • Cracks or loose bolts on gear box or mounting brackets. • Loose yoke-coupling to gearbox. • Loose pitman arm. • More than 1" play at either end of power assist cylinder. • Any movement of a stud nut. • More than 1/8" play (other than rotational) of any linkage member with hand pressure only. • Loose or missing bolts or nuts on any tie rod, drag link, or pitman arm.
<ul style="list-style-type: none"> • Yoke: cracks, missing/loose hardware, more than ½" slip-joint movement with hand pressure only • U-joint: more than 1/8" movement with hand pressure only. Missing bearing cap or retainer clip • Carrier bearing: loose bracket, bolts or mounting hardware. More than 50% crack in bracket. • Carrier bearing: More than ½" vertical play with hand pressure only • Shaft: More than ¼" crack. Cracked weld. Any obvious twist 	
EXHAUST	SUSPENSION
<ul style="list-style-type: none"> • Any leak forward of or directly below driver or sleeping compartment AND a leak in the cab that permits entry of exhaust. • Positioned as to burn or melt any electrical or fuel supply component. 	<ul style="list-style-type: none"> • Loose or missing spring-to-axle u-bolts or clamps. • Any crack, break or looseness that results in axle shifting from its normal position. • 25% or more leaves in any spring assembly broken. • Any leaf or part of a leaf missing. • Any broken main leaf. • Any air bag deflated or detached at top or bottom. • Connecting rods or sway bars with cracks, loose connections, or missing or worn rubber bushings (Not including shock absorbers).
FRAME	
<ul style="list-style-type: none"> • Cracked, loose, sagging, or broken frame rail indicating imminent collapse of frame. • Cracked or loose member that affects functional components: steering, fifth wheel, engine, transmission, etc. • 1 ½" vertical crack in siderail • Any crack extending into the bottom flange of siderail. • Any frame contact with any part of tire/wheel. 	

SLIDING TANDEM	TRAILER
<ul style="list-style-type: none"> • More than 25% (1 of 4) of locking pins not engaged. • More than 25% of locking pin holes in use more than one inch larger than original size. • Intervening material between a hole in use and its neighbor is split or torn. • More than 25% of slider-guide/hold-down brackets missing or disengaged. • Sliding rail has any crack in more than 50% of its attachment welds. • Sliding rail has continuous crack of 4 feet or more. • Sliding rail missing more than 50% of its fasteners. • Sliding rail missing fasteners in a 4 foot continuous length. 	<ul style="list-style-type: none"> • Upper rail broken with complete separation of the flange. • Upper rail buckled or cracked when accompanied by missing bows or missing bow fasteners. • Lower rail broken accompanied by sagging floor, rail or crossmember; or broken with loose or missing fasteners at side post adjacent to the crack. • Three or more broken or detached adjacent crossmembers in bay area (between king pin and axle assembly). • Broken floor accompanied by protruding freight and sagging crossmembers. • Damage to side panel that results in sagging lower rail.
CARGO	WINDSHIELD WIPERS
<ul style="list-style-type: none"> • any condition in which the spare tire or any part of the load can fall onto the roadway. • Any rolling items not chocked or strapped • Less than required number of tiedowns. • Worn, stretched, or frayed tiedowns. 	<ul style="list-style-type: none"> • ineffective or inoperative wiper on driver's side (Only when wipers are required).

A Note on Interpretations: Inspecting officers have been known to apply “interpretations” of regulations. For example, the windshield wiper criteria may be applied to an inoperative defroster on the inside of the windshield if conditions are such that a defroster is required to keep the windshield clear. Correct or not, there is little a driver can do if an officer places the vehicle out of service until the defect is corrected.

A complete copy of the CVSA Handbook for Out of Service Criteria can be purchased at



<https://cvsa.org/inspections/inspections/out-of-service-criteria/>