



# Commercial Vehicle Safety Alliance

Improving commercial motor vehicle safety and enforcement

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December 9, 2024

Dear CVSA Members,

The purpose of this letter is to notify you of the results of the 2024 fall issues ballot and outline the approved changes to the 2025 North American Standard Out-of-Service Criteria (OOSC). The Commercial Vehicle Safety Alliance (CVSA) Bylaws require a majority of Class I Members vote in support of proposed changes in order for changes to the OOSC to take effect.

In 2024, 51 of the 70 Class I Member jurisdictions voted on the fall issues ballot. The voting members of the Alliance approved 15 changes to the OOSC, which will go into effect on April 1, 2025. In accordance with the CVSA Bylaws, the proposed changes were communicated to the voting members of the Alliance on Sept. 27, 2024, and were ratified on Oct. 11, 2024.

The 2025 OOSC will be reproduced on tan paper and the changes, denoted by an asterisk (\*), will be effective throughout North America starting on April 1, 2025. French and Spanish editions will also be available. The 2025 OOSC will be available in the CVSA OOSC app on April 1, 2025, via Apple and Google Play stores. Print and electronic copies of the 2025 edition of the “North American Standard Out-of-Service Criteria Handbook and Pictorial” will be available for purchase through the CVSA online store in February 2025. For a discount on bulk orders (50 or more), contact CVSA Manager of Administrative Services Wendy Hall at [wendy.hall@cvsa.org](mailto:wendy.hall@cvsa.org) or 202-998-1014.

These changes will be incorporated into North American Standard Inspection training materials.

In addition, CVSA will host a webinar on Jan. 29, 2025, at 1 p.m. EST outlining the changes to the OOSC. [Registration](#) for the webinar is required. The webinar/presentation will be available for annual in-service/refresher training.

If you're unable to attend the webinar or are interested in viewing the recording of this webinar at a later time, CVSA members may view webinar archives through their online [CVSA member portal](#). Once logged in, click on "Learning," select "Member Login" at the top right, then click on "Operational/Administrative" on the homepage. This webinar will be added a day after it concludes.

The changes for 2025 are outlined on the following pages.

## **Table of Contents**

Changed to reflect the revisions contained in the April 1, 2025, edition of the OOSC.

### **Part I – North American Standard Driver Out-of-Service Criteria**

- 1. Action:** Amend the North American Standard OOSC, Part I, Item 3. COMMERCIAL DRIVER’S LICENSE, b. Commercial Learner’s Permit (1) to clarify that an accompanying driver of a driver with a commercial learner’s permit (CLP) cannot be unauthorized to drive for any reason.

**Rationale:** This amendment is a result of CVSA’s petition requesting guidance as to whether an accompanying driver is or is not authorized when they are prohibited from driving some other way, such as in the Federal Motor Carrier Safety Administration’s (FMCSA) Drug and Alcohol Clearinghouse. FMCSA released an update in the Federal Register that stated the CLP holder must be accompanied by a valid commercial driver’s license (CDL) holder who is authorized to operate the commercial motor vehicle for that trip. The CVSA Driver-Traffic Enforcement Committee voted to amend the OOSC to add the clarifying language from FMCSA’s recent Federal Register regarding 383.25.

- 2. Action:** Amend the North American Standard OOSC, Part I, Item 2. OPERATOR’S/CHAUFFEUR’S LICENSE OR PERMIT (NON-CDL), b. Endorsements and Restrictions and Item 3. COMMERCIAL DRIVER’S LICENSE, c. Endorsements and Restrictions to provide clarity to the transportation of dangerous goods (TDG) certificate.

**Rationale:** An amendment was made to the Canadian TDG training certificate requirement. The TDG regulations do not require the HM/DG classes to be listed on the training certificate. However, if they are listed, the driver is only permitted to transport the classes listed. This update was relevant to non-CDL and CDL.

- 3. Action:** Amend the North American Standard OOSC, Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate to delete (4) for property-carrying vehicles and amend (3) to include passenger-carrying and property-carrying vehicles in the same out-of-service (OOS) condition.

**Rationale:** The wording in the OOSC was inconsistent with the Part I Policy Statement that requires a condition be an imminent hazard to be declared out of service. Not having a medical certificate is an imminent hazard on the first offense for a driver regardless of what type of vehicle is being driven.

### **Part II – North American Standard Vehicle Out-of-Service Criteria**

- 4. Action:** Amend the North American Standard OOSC, Part II, Item 1. BRAKE SYSTEMS, a. Defective Brakes, (7) Hydraulic and Electric Brakes, (h) and Item 9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS) to add an OOS condition for inoperative brakes due to an unplugged electrical cable.

**Rationale:** A condition was added for a trailer that is placed out of service for inoperative electric trailer brakes due to an electrical line that is disconnected. Rather than a violation being documented for each inoperative brake, only one OOS violation will be recorded. The amendment will allow for this situation to be treated the same as inoperative lamps on the rear of the trailer when there is an unplugged electrical connection resulting in one violation rather than multiple violations. A note was added to remind inspectors to refer to “Lighting Devices” as well when referencing the brake section, and “Brakes” when they reference the lighting section to ensure both conditions are considered.

5. **Action:** Amend the North American Standard OOSC Part II, Item 1. BRAKE SYSTEMS, h. Air Brake Hose/Tubing to add an OOS condition for inoperative brakes due to a disconnected service gladhand.

**Rationale:** A condition was added for a trailer that is placed out of service for inoperative air brakes on a trailer due to a disconnected service gladhand. Rather than a violation being documented for each inoperative brake, only one OOS violation will be recorded. The amendment will allow for this situation to be treated the same as inoperative lamps on the rear of the trailer when there is an unplugged electrical connection resulting in one violation rather than multiple violations.

6. **Action:** Amend the North American Standard OOSC Part II, Item 1. BRAKE SYSTEMS, h. Air Brake Hose/Tubing, (5) to remove hoses and tubing that are crimped in such a manner as to restrict air flow.

**Rationale:** It is almost impossible during a roadside inspection to determine when an air line should be placed out of service for a restriction in air flow. The brake industry discussed that a crimped air line affects the brake release more than brake application. If the brake is not applying or releasing at all, there would be other violations that may be detected that would potentially place the vehicle out of service. The kinked/crimped air line is still a violation that must be repaired before the next redispach. Due to the subjectivity of the current language, it was removed from the OOSC.

7. **Action:** Amend the North American Standard OOSC, Part II, Item 1. BRAKE SYSTEMS, h. Air Brake Hose/Tubing, and o. Hydraulic Brakes (3) to add language for a brake hose or line that is marked for another application other than a brake system.

**Rationale:** A fuel line was found on an air braked vehicle in the brake system that was clearly marked as a fuel line. Industry suggested language indicating that the same condition should apply to hydraulic brakes as well.

8. **Action:** Amend the North American Standard OOSC Item 1. BRAKE SYSTEMS, I. Tractor Protection System to require both the primary and secondary system be below 20 psi rather than either system.

**Rationale:** This amendment was the result of a discussion with brake manufacturers who indicated that with a dual-circuit brake system, one system may remain above 20 psi and the other may fall below 20 psi; however, this should not be considered out of service as it used to be with single-circuit brake systems.

9. **Action:** Amend the North American Standard OOSC, Part II, Item 2. CARGO SECUREMENT, a. General Securement to add clarifying language for the violation of 392.9(a)(2).

**Rationale:** There is confusion as to whether the OOS condition for items such as dunnage should apply to the driver or vehicle based on where the violation code is located in the regulation. The guidance in the OOSC is intended to indicate that loose dunnage, vehicle components, etc., is a vehicle OOS condition even though it is a driver violation in the regulation. The information was added in the reference section for clarity.

10. **Action:** Amend the North American Standard OOSC, Part II, Item 9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS), b. to add a section specific to projecting load lamps.

**Rationale:** This change is necessary due to the update for lamps that are required to be on during certain times of the day. When the update was made to the title, it was intended to clarify when drivers have lights turned off on the power unit. Projecting loads are a separate issue and should be dealt with separately. Also, overhanging load lamps can operate in a variety of ways and are not necessarily switched “on/off,” similar to headlamps and tail lamps.

**11. Action:** Amend the North American Standard OOSC, Part II, Item 11. SUSPENSIONS, a. Axle Parts/Members (1) to add clarity regarding u-bolt bottom plates.

**Rationale:** This amendment was to clarify that a u-bolt bottom plate is part of the u-bolt assembly and should be out of service if cracked or broken.

**12. Action:** Amend the North American Standard OOSC, Part II, Item 11. SUSPENSIONS, d. Suspension Connecting Rod and Tracking Component Assembly (2) to add a clarifying note and update the diagram.

**Rationale:** A note was added to provide clarity to the diagram and arrows were added to distinguish between the bolts and the bushings in spring hangers.

**13. Action:** Amend the North American Standard OOSC, Part II, Item 12. TIRES, a. Any Tire on Any Front Steering Axle(S) of a Power Unit, (8) and b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit (4) to add a note to both sections regarding rubber mud flaps.

**Rationale:** The note clarifies that if only the rubber of a mudflap is contacting a tire, this should not be an OOS condition.

**14. Action:** Amend the North American Standard OOSC, Part II, Item 12. TIRES, b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit (1) and (3).

**Rationale:** 12.b.(1) was modified to indicate that a tire without an automatic tire inflation system (ATIS) is out of service when it has a noticeable leak in the tread area. 12.b.(2) was left the same addressing a tire that is equipped with an ATIS that has a leak in the tread area. 12.b.(3) was added to address leaks in the tire sidewall regardless of whether the tire is equipped with an ATIS or not.

**15. Action:** Amend the North American Standard OOSC, Part II, Item 12. TIRES, b. All Tires Other Than Those Found on the Front Steering Axle(s) of a Power Unit, (6)-(7), (8)-(9) to remove the different OOS condition for radial and bias tires and combine them into one section.

**Rationale:** The tire section identified separate OOS conditions for bias and radial tires even though the condition was the same for both types. This sometimes causes confusion as it appeared they had different conditions due to the different sections and slightly different wording even though the result was the same. The sections were combined and the references to bias and radial were removed.

## ***Inspection Bulletins***

Inspection bulletins were updated to reflect the new and updated bulletins since the April 1, 2024, edition of the OOSC.

## ***Appendix***

The appendix was changed to reflect the revisions made to operational policies and inspection procedures since the April 1, 2024, edition of the OOSC.

CVSA works to closely monitor, evaluate and identify potentially unsafe transportation processes and procedures, as well as to help facilitate and implement best practices for enhancing safety on our highways. We appreciate your continued participation and involvement in the activities of the Alliance.

If you have any questions or need assistance accessing the materials, contact CVSA Director of Inspection Programs Kerri Wirachowsky at [kerri.wirachowsky@cvsa.org](mailto:kerri.wirachowsky@cvsa.org) or 202-998-1650.

Respectfully,

A handwritten signature in black ink, appearing to read "Collin B. Mooney". The signature is fluid and cursive, with the first name "Collin" being more prominent than the last name "Mooney".

Collin B. Mooney, MPA, CAE  
Executive Director  
Commercial Vehicle Safety Alliance