



Commercial Vehicle Safety Alliance

Improving commercial motor vehicle safety and enforcement

December 5, 2025

Dear CVSA Members,

The purpose of this letter is to notify you of the results of the 2025 fall issues ballot and outline the approved changes to the 2026 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 2025, 51 of the 70 Class I Member jurisdictions voted on the fall issues ballot. The voting members of the Alliance approved 17 changes to the OOSC, which will go into effect on April 1, 2026. In accordance with the CVSA Bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 6, 2025, and were ratified on Oct. 17, 2025.

The 2026 OOSC will be reproduced on green paper and the changes, denoted by an asterisk (*), will be effective throughout North America starting on April 1, 2026. French and Spanish editions will also be available. The 2026 OOSC will be available in the CVSA OOSC app on April 1, 2026, via Apple and Google Play stores. Print and electronic copies of the 2026 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 2026. For a discount on bulk orders (50 or more), contact CVSA Manager of Administrative Services Wendy Hall at wendy.hall@cvsa.org or call 202-998-1014.

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

In addition, CVSA will host a webinar on Feb. 10, 2026, 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 2026 are outlined on the following pages.

Table of Contents

Changed to reflect the revisions contained in the April 1, 2026, 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 2. OPERATOR’S/CHAUFFER’S LICENSE OR PERMIT (NON-CDL) b. and c. and Item 3. COMMERCIAL DRIVER’S LICENSE, c. and d. Endorsements and Restrictions to separate endorsements and restrictions and clarify for the U.S. what violation code to use for each.

Rationale: This amendment is a result of several discussions regarding the proper documentation of commercial driver’s license (CDL) and non-CDL restriction violation codes. Information was presented that when a driver is operating a commercial motor vehicle (CMV) with a valid CDL or non-CDL as required but is in violation of a restriction, it does not negate the fact that the license is still valid. The driver would not be in violation of 383.23 or 391.11(b)(5). It was further discussed that 383.95 is also not applicable as it only outlines the restrictions and is not a valid enforcement mechanism. The only applicable code would be to place the driver out of service (OOS) under state law.

2. **Action:** Add a note to the North American Standard OOSC, Part I, Item 3. COMMERCIAL DRIVER’S LICENSE, c. Endorsements and Restrictions to provide clarity on the intrastate restriction.

Rationale: The addition of this note was the result of multiple related issue requests in recent years regarding the enforcement of violations for CDL holders with an intrastate restriction (K) that operate in interstate commerce. The Federal Motor Carrier Safety Administration (FMCSA) indicated that the intent of the intrastate restriction is to keep drivers within the state of issuance, not to prohibit them from operating the intrastate leg of an interstate trip. The note is to ensure drivers are only declared out of service when they are operating outside of their home state at the time of inspection.

3. **Action:** Amend the North American Standard OOSC, Part I, Item. 8. INTOXICATING BEVERAGES, b. Be on Duty or Operate to clarify the amount of alcohol content to meet the threshold of an out-of-service violation.

Rationale: The alcohol content thresholds for wine listed in 392.5(a)(3), beer in U.S. Code (USC) 5052 and distilled spirits in USC 5002 have content thresholds of 0.5%. The out-of-service condition was amended to align with the thresholds listed in the federal regulations. It was determined that when the driver is in possession of wine or beer with an alcohol content of 0.5% or more, or any distilled spirit, an out-of-service condition should exist.

4. **Action:** Amend the North American Standard OOSC, Part I, Item 10. DRIVER’S RECORD OF DUTY STATUS – U.S., a. Property-Carrying Vehicles (6), (7) and add (8) and b. Passenger-Carrying Vehicles (6), (7) and add (8) to clarify the out-of-service criteria for false records of duty status and tampering with an electronic logging device.

Rationale: The existing language for false records of duty status (RODS) was amended to include situations where the inspector is able to determine when the driver was driving or resting. In some situations, electronic logging devices (ELDs) are tampered with to the extent that the inspector is unable to identify when the driver was driving or resting. In those instances, there is no way to know if the driver is over their available hours at the time of inspection. A new out-of-service condition was added for the driver or motor carrier that tampers with an ELD, making it impossible to determine what events have occurred.

5. **Action:** Amend the North American Standard OOSC, Part I, Item 10. DRIVER'S RECORD OF DUTY STATUS, U.S., Footnote 6 to remove the reference to automatic on-board recording devices.

Rationale: With the recent removal of 395.15 regarding automatic on-board recording devices (AOBRDs) from federal regulations, it was necessary to remove the reference to AOBRDs and 395.15(b) from the OOSC.

6. **Action:** Amend the North American Standard OOSC, Part I, Item 11. DRIVER'S RECORD OF DUTY STATUS – CANADA, h. No Daily Log/Record of Duty Status and i. No Previous 14 Days to move the note from i. to h. where the note is more applicable.

Rationale: The intent of the note is to allow a driver to complete and/or update their RODS on the day of inspection. Moving the note from (i) to (h) will allow a driver to update the RODS when a RODS is required.

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

7. **Action:** Amend the North American Standard OOSC Part II, Item 1. BRAKE SYSTEMS, a. Defective Brakes (2) and h. Air Brake Hose/Tubing (7) to move the OOS condition from 1.h.(7) to 1.a.(2).

Rationale: A condition was added to the OOSC for a trailer that is placed out of service for inoperative air brakes on a trailer due to a disconnected service gladhand. It was determined that it is possible to have a gladhand removed from a trailer and there not be enough inoperative trailer brakes to achieve the 20% defective brakes criterion. Therefore, the criterion language needed to be moved to the 20% defective brakes criterion section, so this out-of-service violation is not recorded unless the combination fails the 20% defective brakes criterion. The terminology for service gladhands was also changed to “service air connections” as it could be a different type of coupler.

8. **Action:** Amend the North American Standard OOSC Part II, Item 1. BRAKE SYSTEMS, a. Defective Brakes (7) Hydraulic and Electric Brakes and b. Front Steering Axle(s) Brakes, (4) Hydraulic Brakes – (Front Steering Axle) for lining thickness measurements on hydraulic and electric brakes.

Rationale: The OOSC reflected a higher standard than the federal regulations. The regulations for electric and hydraulic brake pad/lining measurement refers to less than 1/16” in the U.S. and Canada’s National Safety Code standard 11B reflects 2 mm. Changing the OOSC to less than 1/16” or 1.6 mm would reflect a thinner measurement than the regulatory requirements in both countries, which would be appropriate for the OOSC.

9. **Action:** Amend the North American Standard OOSC, Part II, Item 1. BRAKE SYSTEMS, e. Parking Brake to add “emergency” to the title and language in the section.

Rationale: A parking brake is not used just for parking; it is the secondary means of braking and used in any emergency when there is a failure of the primary system. It was determined that “parking brake” should be updated to “parking/emergency brake” in the OOSC to reflect both possible applications of the brake. The update also resulted in changing the regulation code referenced in the OOSC to 393.40(f) to be more reflective of the parking/emergency brake rather than just the parking brake.

10. **Action:** Amend the North American Standard OOSC Item 2. CARGO SECUREMENT, g. Logs to add the OOSC for the ExTe Com90 securement system.

Rationale: This amendment was the result of a new hydraulic system for the securement of logs. The manufacturer provided information on what conditions would render the system an imminent hazard and not useable.

11. Action: Amend the North American Standard OOSC, Part II, Item 2. CARGO SECUREMENT, Tiedown Defect Table for wire rope to add a damage chart to assist with determining a violation.

Rationale: The calculation in the Tiedown Defect Table for inspectors to determine the length of wire rope that must contain 11 broken wires based on the diameter of the wire may be. It will be beneficial to add this chart to the OOSC so the defect(s) can be easily identified.

12. Action: Amend the North American Standard OOSC, Part II, Item 3. COUPLING DEVICES, b. Upper Coupler (Including Kingpin) to add a section specific to countersunk screws.

Rationale: The current OOSC does not address countersunk screws and there is a specific note indicating that the table for bolted upper couplers in the OOSC does not apply to them. Industry provided guidance that all bolts that are present must be tight.

13. Action: Amend the North American Standard OOSC, Part II, Item 14. WHEELS, RIMS and HUBS, b. Rim Cracks and c. Disc Wheel Cracks (1)-(2) to add language for missing pieces of rims and remove center holes from the cracks between two holes.

Rationale: This amendment was in reference to rims that were found with pieces broken off at the bead area of the tire in chunks. Any missing pieces exceeding 3 inches (76.2 mm) should be placed out of service as it mirrors the 3-inch crack already in the criteria. This measurement would prevent small chunks due to curb strikes, etc., from being placed OOS. The industry group also reviewed the remaining items in the wheel criteria for imminent hazard conditions and recommended that cracks from the center hole to the stud hole be removed as they are not an imminent hazard and should be a violation only.

14. Action: Remove the North American Standard OOSC, Part II, Item 14. WHEELS, RIMS and HUBS, i. Hubs (5).

Rationale: Roadside inspectors have discovered that some clear hubcaps are grease packed and not oil-filled bearings. Vehicles were inadvertently placed out of service that should not have been. It was determined that there is no way to be consistent in enforcing this out-of-service condition. To prevent errors from occurring, the OOSC condition was removed.

15. Action: Amend the North American Standard OOSC, Part II, Item 16. BUSES, MOTORCOACHES, PASSENGER VANS OR OTHER PASSENGER-CARRYING VEHICLES – EMERGENCY EXITS/ELECTRICAL CABLES AND SYSTEMS IN ENGINE AND BATTERY COMPARTMENTS/SEAT (TEMPORARY AND AISLE SEATS), a. Emergency Exits (2) to add an OOSC condition for exits marked as emergency exits with no operating instructions.

Rationale: A vehicle is out of service if a required emergency exit does not have the operating instructions properly marked; however, the OOSC did not address when a non-required exit that is marked as an emergency exit does not have the proper operating instructions. In case of an emergency, a passenger's ability to know how to operate the emergency exit is not dependent upon whether it was a required exit or not. The language was added to require operating instructions on these exits, the same as required exits.

Part III – North American Standard Hazardous Materials/Dangerous Goods Out-of-Service Criteria

16. Action: Amend the North American Standard OOSC, Part III, Item 2. PLACARDING, a. Placards Displayed on a Transport Vehicle (1) to add clarifying language.

Rationale: The amendment to the existing language was to ensure that if a transport vehicle is missing placards for multiple divisions within the same class of material, the vehicle is placed out of service.

Part IV – North American Standard Administrative Out-of-Service Criteria

17. Action: Add to the North American Standard OOSC, OOSC, Part IV, Item 4. U.S. FEDERAL OUT-OF-SERVICE ORDERS the chart outlining the seven types of FMCSA OOS orders.

Rationale: The chart was added to assist inspectors in properly applying the OOSC.

Inspection Bulletins

Inspection bulletins were updated to reflect the new and updated bulletins since the April 1, 2025, edition of the OOSC.

Appendix

The appendix was changed to reflect the revisions made to operational policies and inspection procedures since the April 1, 2025, 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 or call 202-998-1650.

Respectfully,



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