



# COMMERCIAL FLEET TIRE DIGEST

The authoritative guide to reducing commercial tire expenditures from Pressure Systems International, the manufacturer of the Meritor Tire Inflation System by PSI™

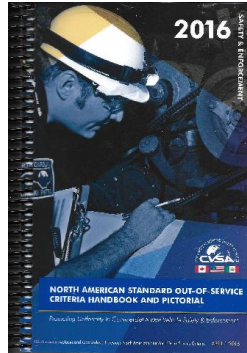
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## CVSA & Tires

PS.I. has moved to our new expanded facility  
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Every April, the Commercial Vehicle Safety Administration (CVSA) publishes an updated handbook titled *North American Standard Out-of-Service Criteria Handbook and Pictorial*. This is the bible for inspectors to use when inspecting commercial vehicles for safety related violations.

truck stop a mile away to inflate the tire. He is out-of-service and a roadside service call is required.

➤ Tread depth is another OOS criteria. The legal limit for steer tires per the DOT is 4/32" remaining tread depth, but the current CVSA guideline is for the vehicle to be put out-of-service only when two adjacent major tread grooves have less than 2/32" of tread remaining. For drive, trailer, and dollie tires, the DOT legal tread depth limit is 2/32". For these tires, the CVSA considers a tire unsafe if two adjacent major grooves have tread depth measurements 1/32" or lower, and the vehicle would be placed out-of-service. Many tires have stone ejectors molded into the bottom of the grooves. It is always important to NOT measure the tread depth on top of these stone ejectors because you would get a 2-3/32" shallower tread depth reading.

➤ If any steel or fabric material is showing in the tread or sidewall, the tire would also be considered a safety concern and the vehicle would be placed out-of-service.

➤ Visually observable tire shoulder and/or sidewall bulges also leads to an out-of-service condition. The exception is any bulge 3/8" or smaller would be permitted.

➤ Commercial tires have the maximum load molded into every tire sidewall that the tire can handle at a given pressure. Load/Inflation tables need to be used to determine if the pressure in the tire can legally carry the load the inspector actually measures on a specific tire. If the pressure does not meet the minimum pressure required to carry the load, the vehicle will be put out-of-service.

Contrary to popular belief, retreads are allowed to run by law on the steer axle of commercial vehicles. The only exception is that retreads are NOT allowed to run on passenger carrying commercial vehicles which include busses .

Contact the CVSA via their website at [www.cvsa.org](http://www.cvsa.org) to find out more details about their out-of-service criteria and to order your own copy of the 2016 handbook.

The necessity for all enforcement personnel to implement and adhere to these standards is:

- Matter of law
- Perceived as necessary by the society CVSA is protecting
- Professional obligation

There are three levels of inspections:

Level 1: Complete vehicle and driver inspection

Level 2: Walk-around driver and vehicle inspection

Level 3: Driver and credential inspection

Part Two of this four-part CVSA handbook covers vehicle out-of-service (OOS) criteria. Tires are just one of many vehicle items reviewed in this important section. Some examples:

- If a flat tire is discovered by a CVSA inspector, the vehicle is immediately put out of service. An expensive, emergency roadside service call would be required to either repair or replace the flat tire. By definition, a tire is flat when the measured air pressure is 50% or less than the pressure molded into the sidewall of every truck tire. A tire would be considered flat during a roadside inspection, for example, if a tire is measured at 50 psi and the sidewall states 120 psi maximum pressure; the driver would not be allowed to TRAVEL to even the next

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