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TRUCKING ASSOCIATION

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Experience a showcase of cutting-edge trucks and equipment
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NEWSLETTER

Nova Scotia Trucking Safety Association

March 2025 – Vol 13

New Office Phone Number: (782) 414-0733

*NSTSA Awards
Recipients
2024*



Owner/Operator
GK McNeill Trucking

Small Business
Kilkare Transport Ltd.

Medium Business
Mathjam Holdings

Large Business
Classic Freight System (2011) Ltd.

Male Driver of the Year
Greg Amarandos
with Clarke Road Transport Inc.

**Driver Distraction Mitigation Program for
Commercial Vehicle Drivers**



[Driver Distraction Mitigation Program for Commercial Vehicle Drivers](#)

Transport Canada's Driver Distraction Mitigation Program for
Commercial Vehicle Drivers helps motor carriers and drivers
reduce the risk of distracted driving by providing them with tools
and effective anti-distracted driving practices.

By addressing driver distraction, motor carriers and commercial
vehicle drivers can help save lives and make your business more
efficient.

**In 2022, distracted driving was a contributing factor in 19.9%
of fatal collisions in Canada.**

Effective Dates for Spring Weight Restriction Regulations	
Column 1: Counties	Column 2: Weight Restriction Periods
Yarmouth, Shelburne, Queens, Lunenburg, Digby, Annapolis and Kings	11:59 p.m., March 10, 2025, to 11:59 p.m., April 27, 2025
Halifax and Hants	11:59 p.m., March 10, 2025, to 11:59 p.m., April 27, 2025
Colchester, Cumberland, and Pictou	11:59 p.m., March 10, 2025, to 11:59 p.m., April 27, 2025
Antigonish, Guysborough, Richmond, Inverness, Victoria and Cape Breton	11:59 p.m., March 10, 2025, to 11:59 p.m., April 27, 2025

Dated and made at Halifax, Nova Scotia, on February 25, 2025.

Nova Scotia Trucking Safety Association - Suite 205 380 Bedford Highway, Halifax NS B3M 2L4

Office: (902) 493-3051 After August 1 (782) 414-0733 www.nstsa.ca safety@nstsa.ca

CVSA Out of Service Criteria UPDATES – April 1, 2025
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 results from 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.