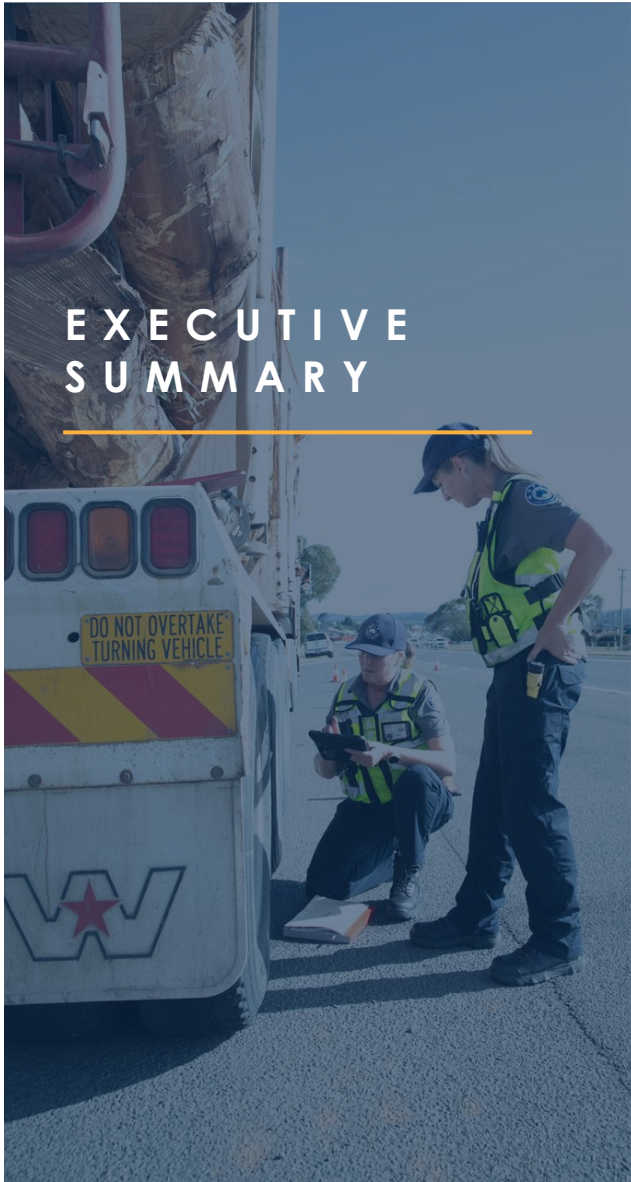


NATIONAL ROADWORTHINESS SURVEY 2024

A health check of Australia's
heavy vehicle fleet
B-doubles & road trains

MAY
2025





EXECUTIVE SUMMARY

B-DOUBLE/ROAD TRAIN INSPECTIONS

Overall, in the NHVR Roadworthiness Survey, **1,298 B-doubles and road trains** were inspected.

The majority of B-doubles and road trains were intercepted in the same jurisdiction to which they were registered.

The average age of B-doubles and road trains on Australian roads is **6.1 years**, with a median mileage of over **396,000 km**.

OVERVIEW OF NON-CONFORMITIES

23% of B-doubles/road trains inspected had **at least one non-conformity**, which is stable with the level of conformity seen in 2021 (24%). The incidence of non-conformity remains well below 2016 levels.

The majority of non-conformities were given at most a **minor defect notice** (i.e. the continued use of the vehicle on road poses a safety risk, but the risk is not deemed as imminent or serious). The highest level of non-conformity was minor for **15% of units**.

The second highest level of non-conformity was a **self-clearing defect** for 5% of B-doubles/road trains, which is an increase from 4% in 2021. 'Self-clearing' refers to a non-conformity where the use of the vehicle on road does not pose a safety risk.

Overall, **82% of B-doubles/road trains passed inspection** (i.e. the highest level of non-conformity was a self-clearing defect or the unit had no defect). This is an increase from 80% in 2021.

B-doubles/road trains inspected in the state they were registered in were compliant 79% of the time, while interstate inspections were compliant 72% of the time.

AREAS OF NON-CONFORMITY

The **most common non-conformity for B-doubles/road trains** across Australia is **brakes**. *Structure & body*, and *lights & reflectors* are also in the top 3 most common areas of non-conformity.

Non-conformity has remained consistent across most areas, with the exception of *trailers* and *steering & suspension* which have decreased since 2021. *Structure & body* non-conformity in metro inspections has increased since 2021.

NON-CONFORMITY BY JURISDICTION

Incidence of non-conformity in B-doubles/road trains has **increased** for inspections in Victoria (VIC), South Australia (SA) and the Northern Territory (NT), and **decreased** in Queensland (QLD), Western Australia (WA) and the Australian Capital Territory (ACT).

The highest incidence of B-double/road train non-conformity occurs in regional SA (40%) and Tasmania (TAS) (39%).



Note: The statistics in this summary relate to all B-double/road train units inspected (inclusive of powered units and trailers) unless otherwise specified. For further breakdown by vehicle type see the full published report on the NHVR website.

OVERVIEW — ALL B-DOUBLES/ROAD TRAINS (POWERED AND TRAILERS)

- 23% of B-doubles/road trains inspected nationally had at least one non-conformity.
- 70% of B-doubles/road trains were inspected in their state of registration.

1,298

B-double/road train inspections 2024

vs. **1,265** in 2021

904
Home state registered



394
Interstate

4,486

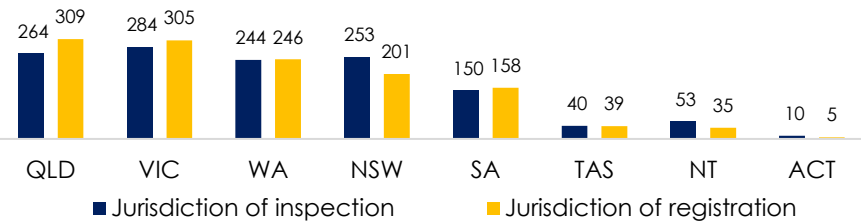
Total B-double/road train units inspected 2024

vs. **4,330** in 2021

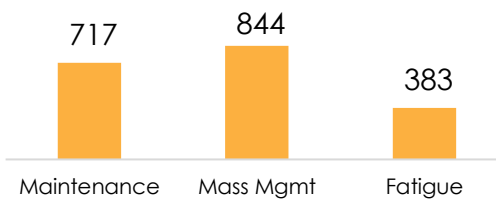
3,055
Home state registered

1,431
Interstate

JURISDICTION



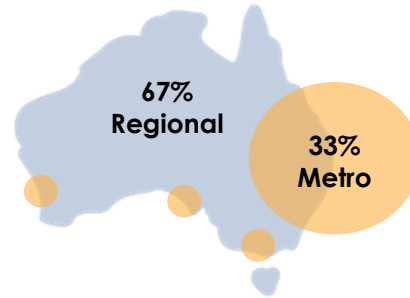
SCHEME



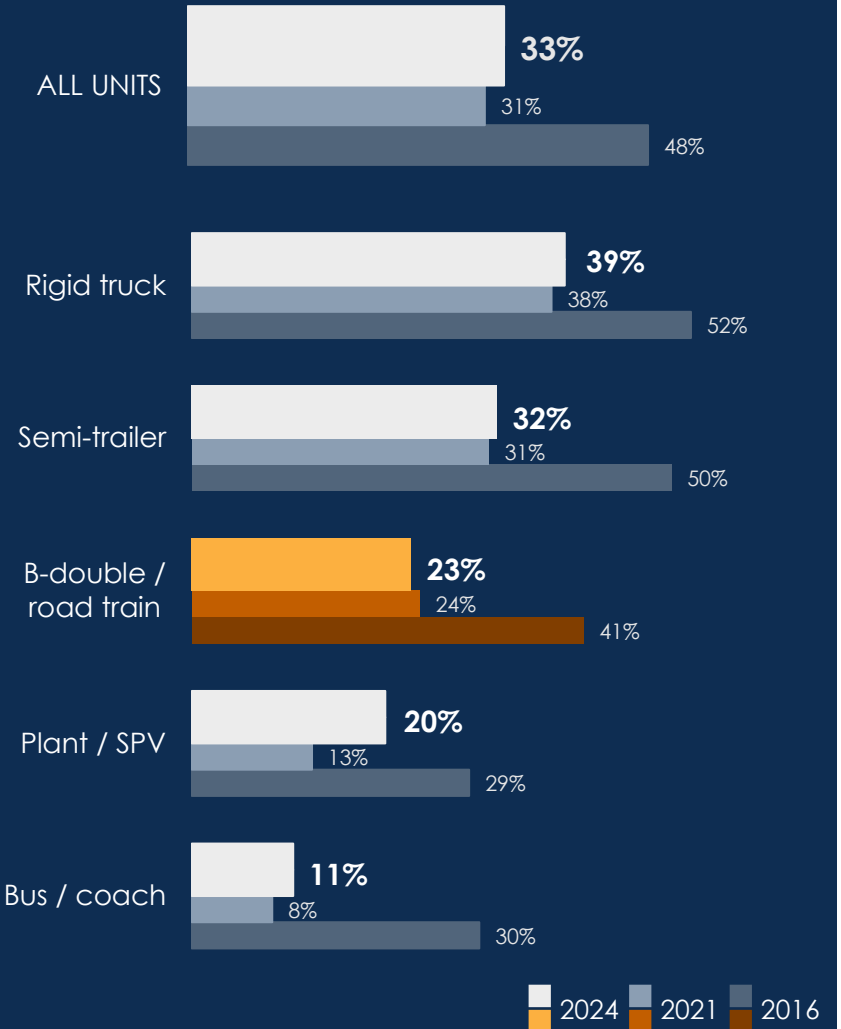
396,623 km
Median mileage
(of powered B-double/
road train units)



6.1 years
Average age of B-
doubles/road trains

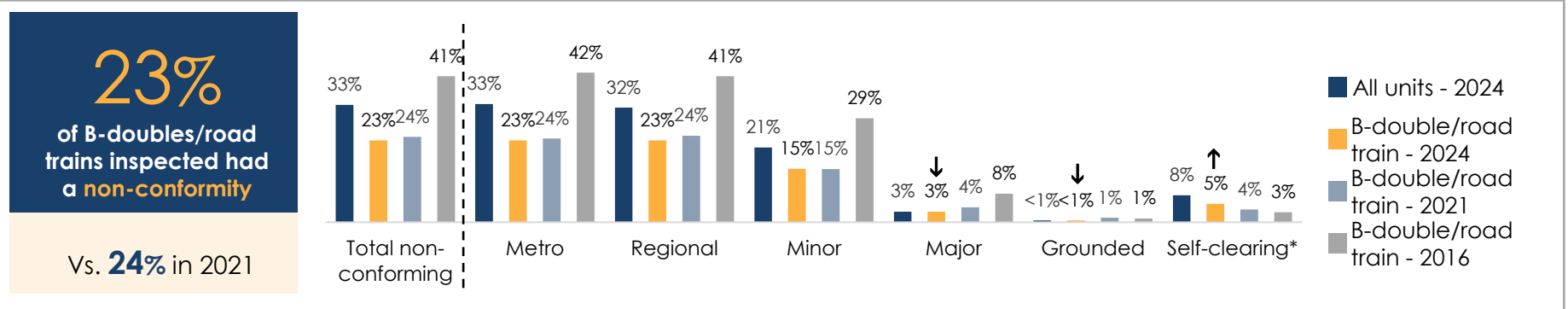


NATIONAL RATES OF NON-CONFORMITY 2024



OVERVIEW OF NON-CONFORMITIES — ALL B-DOUBLES/ROAD TRAINS (POWERED AND TRAILERS)

- The number of B-double/road train units that have passed inspection (82%) is above the national average of all vehicles (75%). Units that passed inspection increased since 2021 (80%).
- The incidence of multiple non-conformities and self-clearing non-conformities have increased since 2021.



	NON-CONFORMITIES			HIGHEST LEVEL OF NON-CONFORMITY				PASS
	Non-conforming units	Multiple non-conformities	Individual non-conformities	Self-clearing*	Minor	Major	Grounded	Unit passed [^] inspection
All units - 2024	4,054	3,668	11,563	955	2,601	438	60	11,263
% of units (n=14,362)	33%	27%		8%	21%	3%	<1%	75%
B-double/road train - 2024	1,051	1,373	1,702	227	677	128	19	3,662
% of units (n=4,486)	23%	30% ↑		5% ↑	15%	3% ↓	<1% ↓	82% ↑
B-double/road train - 2021	1,044	532	1,022	150	672	165	57	3,436
% of units (n=4,330)	24%	12%		4%	15%	4%	1%	80%
B-double/road train - 2016	1,322	601	1,298	100	921	271	30	2,161
% of units (n=3,383)	41%	20%		3%	29%	8%	1%	62%
Home state inspection	649	848	1,089	114	430	88	17	2,520
% of units (n=3,055)	21%	27%		4%	13%	3%	1%	83%
Interstate inspection	402	525	613	113	247	40	2	1,142
% of units (n=1,431)	28%	35%		8%	17%	2%	<1%	80%

Note: Counts (n) are reported unweighted, percentages (%) are weighted.

*'Self-clearing defect' was known as 'Formal warning' in 2016. For analysis purposes, the two have been combined and compared.

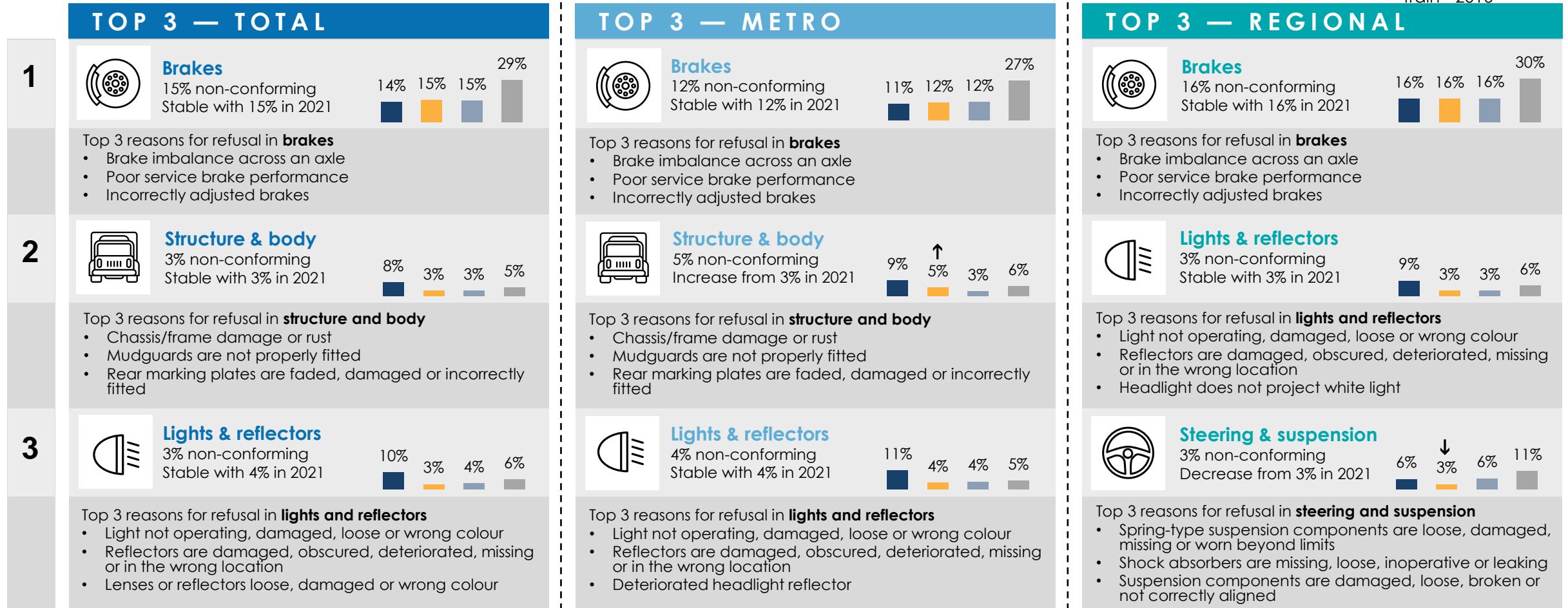
[^]A unit passes inspection if the highest level of non-conformity is self-clearing.

↑↓ Statistically significant increase/decrease in comparison with 2021. Absence of arrow means no statistically significant difference.

AREAS OF NON-CONFORMITY — ALL B-DOUBLES/ROAD TRAINS (POWERED AND TRAILERS)

- The most common non-conformity among B-doubles/road trains overall and across metro and regional Australia is *brakes*, which has remained stable with 2021 levels of non-conformity.
- All of the most common areas of non-conformity for B-doubles/road trains are below 2016 levels across metro and regional Australia.

■ All units - 2024
■ B-double/road train - 2024
■ B-double/road train - 2021
■ B-double/road train - 2016














Note: 'Stable with' refers to a change that is not statistically significant.

↑↓ Statistically significant increase/decrease in comparison with 2021. Absence of arrow means no statistically significant difference.

AREAS OF NON-CONFORMITY SUMMARY — ALL B-DOUBLES/ROAD TRAINS (POWERED AND TRAILERS)

- The incidence of non-conformity in B-doubles/road trains has remained relatively stable across most areas of non-conformity, except for *steering and suspensions* and *trailers* which have decreased.

AREAS OF NON-CONFORMITY											
	 Structure	 Seats and seatbelts	 Lights and reflectors	 Mirrors	 Windscreen & windows	 Coupling	 Trailers	 Brakes	 Steering & suspension	 Wheels and hubs	 Engine driveline & exhaust
All units - 2024	856	238	1,057	42	436	154	42	1,907	638	487	752
% of units (n=14,362)	8%	2%	10%	<1%	4%	1%	<1%	14%	6%	4%	7%
B-double/road train - 2024	143	14	141	2	77	56	13	682	124	113	78
% of units (n=4,486)	3%	<1%	3%	<1%	2%	1%	<1% ↓	15%	3% ↓	3%	2%
B-double/road train - 2021	122	5	127	1	54	39	31	670	225	102	86
% of units (n=4,330)	3%	<1%	4%	<1%	2%	1%	1%	15%	6%	2%	2%
B-double/road train - 2016	151	21	165	0	67	89	-	925	335	193	107
% of units (n=3,383)	5%	1%	6%	0%	2%	3%	-	29%	11%	7%	4%
Home state inspection	91	11	100	1	51	37	7	418	72	75	51
% of units (n=3,055)	3%	<1%	3%	<1%	2%	1%	<1%	13%	2%	3%	2%
Interstate inspection	52	3	41	1	23	19	6	264	52	38	27
% of units (n=1,431)	4%	<1%	3%	<1%	2%	1%	<1%	18%	3%	3%	2%

Further information is available in the main report.
Contact natops@nhvr.gov.au to obtain a copy.

