

National Heavy Vehicle Inspection Manual

Amendment Summary

Version 1 (February 2014) to Version 2 (November 2015)

All tables and figures have been re-numbered accordingly.

Heavy Vehicle Inspection Checklist	Summary of changes
Version 2.0 November 2015	
Heavy Vehicle Inspection Checklist	This checklist has been reviewed and rewritten.
Heavy Trailer Inspection Checklist	Summary of changes
Version 2.0 November 2015	
Heavy Trailer Inspection Checklist	This checklist has been reviewed and rewritten.
Section 1 Vehicle Identification	Summary of changes
Version 2.0 November 2015	
1.1 Check the identity of the vehicle	<p>Inclusion of a new note under rejection reason (a).</p> <p>Inclusion of a new note under rejection reason (b).</p> <p>Rejection reason (d) amended as follows: <i>Engine number has been altered or tampered with (except trailers).</i></p> <p>New rejection reason (f) added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Omitted 'August 1972' in rejection reason (g) and replaced with '1 August 1984'. Inclusion of a new note under rejection reason (g).</p> <p>New rejection reason (i) added to sub-section.</p>
Section 2 Brakes	Summary of changes
Version 2.0 November 2015	
2.1 Check brake component	<p>Rejection reason (f) amended as follows: <i>Park control can be released with only one action is not designed to minimise risk of inadvertent release (e.g. requiring two separate or distinct movements).</i></p> <p>New rejection reason (e), (i) and (k) added to the sub-section. New Note added under rejection reason (k). Subsequent criteria re-lettered accordingly.</p> <p>Rejection reason (n) amended as follows: <i>Friction material of the linings or pads are contaminated with oil, grease, brake fluid or another substance that will reduce the friction coefficient of the friction material.</i></p>

Section 2 Brakes	Summary of changes
2.1 Check brake component	<p>Deleted <i>Table 1 Shoe lining height</i>.</p> <p>New rejection reason (r) added to the sub-section. Note under rejection reason (r) amended as follows:</p> <p><i>It is acceptable to have small cracks, blemishes or blisters that do not affect the way the friction materials are attached or its contact with friction surfaces.</i></p> <p>New <i>Figure 2.1 Drum and disc brake components</i> replaced <i>Figure 1 Drum brake components and disc brake components</i>.</p>
2.2 Check brake adjustment	<p><i>Figure 2.2 Example of Excessive Stroke</i> added to the sub-section. Note added under <i>Figure 2.2</i> explaining that not all push and pull rods will have a stroke indicator.</p>
2.3 Check air compressor/vacuum pump	<p>New rejection reason (d) added to sub-section.</p>
2.7 Check air brake system integrity (including air over hydraulic)	<p>Deleted testing procedure outlined in this sub-section (Step 1 through to Step 11).</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Rejection reason (a) amended as follows:</p> <p><i>A visual or audible warning device connected to the brake system does not provide a warning to the driver when the air pressure is lowered to less than the following levels, unless the manufacturer specifies a different level:</i></p> <ul style="list-style-type: none"> <i>65% of average operating pressure or 420kPa (60psi) for ADR 35 vehicles,</i> <p>or</p> <ul style="list-style-type: none"> <i>350 300kPa (50 45psi) for pre-ADR 35 vehicles.</i> <p>Deleted the below rejection reason (d):</p> <p><i>Any air leak.</i></p> <p>New rejection reasons (l) and (m) added to the sub-section.</p> <p>Note at the end of the sub-section amended to include the following:</p> <p><i>Some vehicles may have an alternative test procedure. If the vehicle fails the procedures outlined here, advice from the manufacturer may be required.</i></p>
2.10 Emergency brake test with a decelerometer	<p>Deleted the following note that was at the end of the sub-section:</p> <p><i>When performing a dynamic emergency brake test, care is to be taken not to damage components (e.g. Tail shaft mounted emergency brakes).</i></p> <p>Corrected the figures for average %g and peak %g in the <i>Table 2.2 Emergency brake performance</i>.</p>
2.12 Brake testing with skid-plate tester	<p>Deleted the below rejection reason (d):</p> <p><i>Where ADR 35 applies, or vehicles fitted with a tandem master cylinder/dual circuit brakes, the parking brake does not provide any retardation.</i></p>
2.13 Brake testing with a roller brake tester	<p><i>Table 2.3 Brake force</i> amended to include the average brake force.</p> <p>New note added under <i>Table 2.3 Brake force</i>.</p>

Section 2 Brakes

Summary of changes

2.14 Check trailer brakes and breakaway protection

Deleted the below rejection reason (a) as this criteria relates to trailers:

In an air or vacuum assisted brake system when any trailer hose coupling or connection is disconnected to simulate a breakaway situation the trailer service brakes do not operate immediately the trailer service hose coupling or connection is disconnected from the towing vehicle and do not remain fully applied for at least 15 minutes.

Subsequent criteria re-lettered accordingly.

Deleted the below rejection reason (d) as this criteria relates to trailers:

Any trailer having brakes which are air or vacuum assisted is not fitted with a reservoir that is protected by a check valve.

Subsequent criteria re-lettered accordingly.

Rejection reason (c) amended as follows:

For a towing vehicle that is configured to tow a trailer with air or vacuum assisted brakes, there is no visible or audible warning device to alert the driver of the towing vehicle, while the driver is in a normal driving position, of a lack of air or vacuum.

Please note this rejection reason was previously (e).

New rejection reason (d) added to the sub-section.

New note added to the end of the sub-section.

Section 3 Couplings

Summary of changes

Version 2.0 November 2015

Introduction

Amended note to include 'relevant Australian Standards'.

3.1 Check fifth wheels and turntables

Introduction added to the sub-section explaining the terms 'fifth wheel' and 'turntable'.

Deleted the below rejection reason (b) as this criteria applies to a combination:

The mating parts of a coupling used to connect a semi-trailer to a towing vehicle allow the semi-trailer to roll to an extent that makes the towing vehicle unstable.

Subsequent criteria re-lettered accordingly.

New rejection reason (e) and (f) added to the sub-section.

Subsequent criteria re-lettered accordingly.

Rejection reasons (j) and (k) amended to include 'or worn beyond manufacturer's specifications'.

The following figures have been added to the sub-section:

- *Figure 3.1 Fixed base fifth wheel assembly*
- *Figure 3.2 Ballrace base fifth wheel assembly.*

3.2 Check pin couplings and pintle hooks

Removed reference to *Figure 3.3 Typical tow devices* from rejection reason (c) and referenced the figure in rejection reason (g).

Note under rejection reason (h) updated to include that allowable dimensions for worn components are as per manufacturers' specifications. If manufacturers' specifications are not available, allowable dimensions are given in *Table 3.1 Allowable dimensions in millimetres for worn components*.

Figure 3.4 Measurement of coupling pin and drawbar eye bush wear added to the sub-section.

New rejection reason (j) added to the sub-section.

Section 3 Couplings	Summary of changes
3.3 Check tow bar	Amended rejection reason (e) as follows: <i>Tow bar assembly (except for vehicles designed for use in road trains) used to tow rigid draw bar trailers is not fitted with two safety chain attachments mounted one on either side of and adjacent to, the tow coupling.</i>
3.4 Check towing attachments	Amended rejection reason (b) as follows: <i>Safety chain/s or cables (if required) are not able to be connected or affixed in such a way that the safety chain/s or cables are liable to accidentally disconnect disconnection and are not readily detachable from the towing vehicle.</i> Deleted 'Required number and size of chains' and 'Table 8 Size and number of chains required' as this information is now in <i>Additional Information – Safety Chains</i> .

Section 4 Steering and Suspension	Summary of changes
Version 2.0 November 2015	
4.1 Check steering components inside cabin	Amended rejection reason (d) to include 'moulding'. Rejection reason (e) amended as follows: <i>Any steering component is missing, loose, cracked that has been removed, heated, bent, welded, damaged or inoperative.</i>
4.2 Check steering free play	Rejection reason (a) amended as follows: <i>With the road wheels in the straight ahead position and the engine running (if the vehicle has power steering), rotational free play measured at a point on the steering wheel exceeds the limits in Table 4.1, without road wheel movement.</i>
4.3 Check steering components under the bonnet and under the vehicle	New rejection reason (b) added to the sub-section. Subsequent criteria re-lettered accordingly. Rejection reason (c) updated to include 'splined'. Deleted rejection reason (e): <i>The pitman arm is loose on the steering output shaft.</i> Subsequent criteria re-lettered accordingly. Deleted rejection reason (g): <i>The steering system is not designed to transmit energy by mechanical means only. (Power assisted steering systems are acceptable).</i> New rejection reason (g) added to the sub-section. New rejection reason (r) added to the sub-section. Subsequent criteria re-lettered accordingly.
4.4 Check suspension components	Deleted the below rejection reason (b) as this criteria is covered in rejection reason (f): <i>Any walking beam type heavy vehicle suspension has signs of damage to beam.</i> Subsequent criteria re-lettered accordingly. Rejection reason (b) updated to include 'or damaged'. The term 'leak' in rejection reason (e) changed to 'leaking'.

Section 4 Steering and Suspension

Summary of changes

4.4 Check suspension components

A new note inserted below rejection reason (e).

Rejection reason (f) updated to include 'cracked'.

Rejection reason (h) amended as follows:

*Suspension components are missing, or repaired or modified by heating or welding unless it's a **manufacturer's approved repair technique specifically approved by an approved vehicle examiner.***

Deleted the following figures from the sub-section:

- *Figure 6 Typical air bag suspension*
- *Figure 7 Walking beam suspension - rigid beam.*

Additional Information – Shock Absorber Leakage and Misting

New *Additional Information – Shock Absorber Leakage and Misting* added to the end of the section.

Section 5 Wheels, Tyres and Hubs

Summary of changes

Version 2.0 November 2015

5.1 Check wheels and rims

Rejection reasons (a) through to (f) re-formatted into one criteria (a).

Subsequent criteria re-lettered accordingly.

New rejection reason (c) added to the sub-section.

Subsequent criteria re-lettered accordingly.

New rejection reasons (g), (h) and (i) added to the sub-section.

5.2 Check wheel/rim fasteners

Rejection reason (a) amended as follows:

*Wheel nuts and bolts do not have a thread engagement length at least equal to the thread diameter, except where specified by the vehicle manufacturer **The wheel nut does not fully engage the thread of the wheel stud or the fitting of the wheel nut does not match the taper of the wheel stud hole.***

New rejection reasons (e) and (f) added to the sub-section.

5.4 Check tyres

Amended rejection reason (e) as follows:

*When in the straight ahead position, the **sidewall of any tyre wheels and tyres and fittings (wheel nuts, grease caps etc) of any vehicle** projects beyond the extreme width of the mudguards.*

Deleted the below rejection reason (f) and the accompanying note:

A tyre that exceeds the maximum width of the vehicle.

NOTE: The width of a vehicle is to be measured without taking into account any of the following:

- ***anti-skid devices mounted on wheels;***
- ***central tyre inflation systems;***
- ***lights;***
- ***mirrors;***
- ***reflectors;***
- ***signalling devices;***
- ***tyre pressure gauges.***

Subsequent criteria re-lettered accordingly.

New rejection reason (f) added to the sub-section.

Section 6 Structure and Body Condition

Summary of changes

Version 2.0 November 2015

Introduction	Revised the ADR listing to include <i>ADR 84 Front underrun impact protection</i> .
6.1 Check exterior body panels and fittings	<p>Deleted the below rejection reason (a):</p> <p><i>Exterior body work including mudguards, bull-bars, roof racks on a vehicle have exposed sharp edges (including corrosion or accident damage) that could injure a person who comes into contact with that part of the vehicle.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reasons (a) and (b) added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Updated the note under rejection reason (d) as follows:</p> <p><i>This-The height of the mudguard and/or mudflap from the ground need not be less must not be more than 230mm, or 300mm for a vehicle to be used off-road 300mm.</i></p> <p>New rejection reason (g) added to the sub-section with accompanying explanatory note.</p>
6.2 Check Rear Marker Plates	New note added to the end of the sub-section.
6.5 Check electrical equipment	<p>Amended rejection reason (a) as follows:</p> <p><i>A warning device (horn) that is capable of providing sufficient audible warning to other road users is not fitted or is not operational or the tone is not of a constant amplitude or frequency single pitch.</i></p>
6.6 Check chassis	<p>New note added under rejection reason (a).</p> <p>Rejection reason (e) amended as follows:</p> <p><i>Any vehicle wheelbase that has been lengthened or shortened without certification of compliance with Section H and C of VSB6 in the form of a modification plate and Compliance Certificate from a Registering Authority or the NHVR.</i></p> <p>New rejection reason (f) added to the sub-section with accompanying explanatory note.</p>

Section 7 Seats and Seatbelts

Summary of changes

Version 2.0 November 2015

Introduction	<p>Revised the ADR listing to include the following ADRs:</p> <ul style="list-style-type: none"> • <i>ADR 5 Anchorages for seatbelts</i> • <i>ADR 34 Child restraint anchorages and child restraint anchor fittings.</i>
7.1 Check seats	<p>Rejection reason (e) divided into two reasons for rejection, (e) and (f).</p> <p>Updated the note under rejection reason (f) as follows:</p> <p><i>For more detailed information on the installation of additional seats, refer to VSB5. A copy of the bulletin may be obtained from the website of the Commonwealth Department of Infrastructure and Regional Development at www.infrastructure.gov.au.</i></p> <p><i>Refer to Appendix G – Vehicle Category Codes and ADR Applicability Tables for definitions.</i></p>
7.2 Check seatbelts	Updated <i>Table 7.1 Seatbelt requirements</i> to reflect seatbelt requirements for heavy goods vehicles from 1 July 2008. Included reference to ADR categories 'NB2' and 'NC'.

Section 7 Seats and Seatbelts

Summary of changes

7.3 Child Restraint Anchorages

Deleted the below introduction to the sub-section:

~~Each child restraint anchorage point must be readily accessible and have sufficient clear space to allow the child restraint to be attached.~~

~~Each anchorage point in these vehicles shall have a (1) 5/16" UNC-2A hexagon headed bolt and an appropriate spacer.~~

~~A least one anchorage point in these vehicles shall have a child restraint fitting clip.~~

~~MD4 and ME category vehicles must have at least 6 child restraint anchorage points.~~

~~Child Restraint Anchorages fitted to any other heavy vehicle must also comply with these requirements.~~

Rejection reason (b) amended as follows:

A 5/16"- 18 TPI UNC bolt and suitable spacer installed is not fitted to each CRA point.

Rejection reason (e) amended as follows:

For an MD4 category vehicle built from 1 July 1995 or ME category vehicle built from 1 July 1994 ~~1995~~, at least six rear seating positions are not equipped with a ~~Child Anchorage Point~~ CRA point.

New note added to the end of the sub-section.

Section 8 Lights and Reflectors

Summary of changes

Version 2.0 November 2015

Introduction

Revised the ADR listing to include the following ADRs:

- ADR 13 Installation of lighting and light-signalling devices on other than L-group vehicles
- ADR 74 Side marker lamps.

Amended the following ADRs as follows:

- ADR 6 Direction indicators ~~lamps~~
- ADR 47 Retroreflectors ~~Reflex reflectors~~
- ADR 48 Devices for illumination of rear registration plates ~~Rear registration plate elimination devices~~
- ADR 51 Filament lamps ~~globes~~.

8.1 Check lights and reflectors

Rejection reason (b) amended as follows:

Any of the following lights are inoperative, obscured, deteriorated, insecure or not fitted where required, or are an incorrect colour:

- headlight (high/low beam) (white)
- daytime running lights (white)
- front fog lights (white or yellow)
- front park ~~or side~~ lights (white)

Note: A front park light may be yellow if the light functions as a front park light and side marker light.

- tail lights (red)
- brake lights (red)
- reversing lights (where fitted, mandatory on motor vehicles after 30/06/1975) (white)
- ~~turn-signal~~ direction indicator lights (yellow)
- clearance/ end outline marker lights (white/ yellow to front, red to rear)
- number plate light (white)
- side marker lights (yellow OR yellow to front, red to rear).

Section 8 Lights and Reflectors

Summary of changes

8.1 Check lights and reflectors

New rejection reasons (c), (l), (n), (o) and (p) added to the sub-section.

Subsequent criteria re-lettered accordingly.

Amended rejection reason (d) as follows:

Any rear light other than a reversing light is installed or damaged to the extent that white light shows ~~to the front or rear of the vehicle.~~

New notes added under rejection reasons (l) and (p).

Section 9 Mirrors

Summary of changes

Version 2.0 November 2015

9.1 Check mirrors

Rejection reason (a) amended as follows:

Any reflective surface of a compulsory rear view mirror:

- *has a missing section*
- *is cracked*
- *is deteriorated, blemished or tarnished ~~which would reduce~~ reducing the view to the rear of the vehicle*
- *is obscured*
- *~~side mirrors do not have a surface of at least 150cm² (e.g. 100mm by 50 mm).~~*

New rejection reason (b) added to the sub-section.

Subsequent criteria re-lettered accordingly.

Note at the end of the sub-section has been revised to include the following:

'Convex mirrors that meet the vision requirements of UNECE Regulation are acceptable.'

Section 10 Windscreens and Windows

Summary of changes

Version 2.0 November 2015

10.1 Check windscreen and windows

Corrected lettering of sub-section as Version 1.0 excluded a rejection reason (d).

Subsequent criteria re-lettered accordingly.

Note under rejection reason (a) has been revised to include the following:

The fitment of windscreen stone shields is permitted provided the driver's view of the road to the front and side of the vehicle is not reduced.

For further information on windscreens, refer to Additional Information – Replacing or Repairing Windscreens.

New rejection reason (k) added to the sub-section.

10.2 Test the light transmittance level of the windscreen, side and rear windows

New note added under rejection reason (a).

Amended *Figure 10.3 Window tinting requirements* by removing vehicle types that are not heavy vehicles, such as utilities and panel vans.

Section 11 Engine, Driveline and Exhaust Summary of changes

Version 2.0 November 2015

<p>11.1 Check exhaust system</p>	<p>New rejection reasons (d) and (e) added to the sub-section. An accompanying explanatory note added under rejection reason (e).</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Changed term 'catalytic convertor' to 'catalytic convertor /particle filter' in rejection reason (h).</p> <p>Note under rejection reason (h) has been amended as follows:</p> <p><i>Not all Most heavy vehicles are not built with heat shields, catalytic converter and/or particle filters or heat shields.</i></p> <p>New rejection reason (k) added to the sub-section.</p>
<p>11.2 Check noise emissions</p>	<p>Introduction to sub-section amended as follows:</p> <p><i>Where it is evident that a vehicle is emitting significantly higher noise than normal, the vehicle must not pass the inspection be passed as fit for registration. The customer must be referred to a facility where a stationary noise test must be conducted in accordance with Table 11.1 12 below.</i></p> <p><i>This section must be read in conjunction with National Stationary Exhaust Noise Test Procedures for In-Service Motor Vehicles. A copy of the test procedure may be obtained from the website of the Commonwealth Department of Infrastructure and Regional Development at www.infrastructure.gov.au.</i></p> <p>New rejection reason (b) added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Rejection reason (c) amended as follows:</p> <p><i>For a vehicle not certified to comply with ADR 83, the noise level from the vehicle exceeds the figure in Tables 11.1 or 11.2 (as applicable) the following table:</i></p> <p>The gross vehicle mass in Table 11.1 Noise limits for diesel-powered heavy vehicles has been changed from '3500' to '4500'.</p> <p>Table 11.2 Noise limits for heavy vehicles with spark ignition engines added to sub-section.</p>
<p>11.3 Check engine and driveline</p>	<p>Corrected lettering of the sub-section as first dot point under rejection reason (a) has been changed to rejection reason (b).</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Rejection reason (b) amended to include the term 'tail shaft guard'.</p> <p>Rejection reason (d) amended as follows:</p> <p><i>Constant velocity joints, universal joints, support bearings, splines, and other drive line components are not secure, free of excessive wear, back lash (as per manufacturers specifications) or seizure which could cause component failure.</i></p> <p>Amended the note under rejection reason (o) to correctly reference rejection reason (o).</p> <p>Amended rejection reason (q) as follows:</p> <p><i>If a vehicle manufactured after 1 July 1988 but before 1 July 2006 is not fitted with an operational odometer, which indicates distance travelled in one kilometre units (or less) from 1 to 999,999 kilometres.</i></p>

Section 11 Engine, Driveline and Exhaust Summary of changes

11.4 Check oil leaks	<p>Amended rejection reason (a) as follows:</p> <p><i>Oil leaks from the engine, gearbox, differential, power steering or any joint or seal:</i></p> <ul style="list-style-type: none"> • <i>on to brake friction surfaces, or</i> • <i>on to the exhaust system, or</i> • <i>on to the road surface. at a rate of more than one drop every 30 seconds from any joint or seal;</i> • <i>evidence of oil or fluid leaking from any brake or power steering components.</i>
11.6 Visually inspect fire extinguisher	<p>New introduction added to sub-section.</p> <p>Removed the wording 'if required' from rejection reason (a).</p> <p>New rejection reason (d) added to sub-section.</p> <p>Amended <i>Table 11.3 Fire extinguisher requirements in accordance with AS 2444</i> by removing vehicle types that are not applicable, such as houseboat and motor cruising yacht.</p>

Section 12 LPG and NG Vehicles Summary of changes

Version 2.0 November 2015

Section 12 LPG and NG Vehicles	This section has been reviewed and re-written to require a visual inspection of gas systems only.
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Section 13 Buses Summary of changes

Version 2.0 November 2015

Introduction	<p>Revised the ADR listing to include the following ADRs:</p> <ul style="list-style-type: none"> • <i>ADR 3 Seat and seat anchorages</i> • <i>ADR 4 Seatbelts.</i>
13.1 Check safety equipment and interior fittings	<p>Amended rejection reason (b) as follows:</p> <p><i>Equipment necessary to operate an exit, such as brake glass hammers, are is not present.</i></p> <p>Amended rejection reason (g) as follows:</p> <p>Any floor covering is:</p> <ul style="list-style-type: none"> • <i>torn, worn or loose to an extent that it could trip passengers; or</i> • <i>not finished with a skid resistant surface.</i> <p>New rejection reason (l) and (q) added to sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended <i>Table 13.1 Fire extinguisher requirements in accordance with AS 2444</i> by removing vehicle types that are not applicable.</p> <p>Deleted the below rejection reason (p):</p> <p><i>Portable Halon Fire Extinguishers are installed.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (r):</p> <p><i>The operational capacity is not displayed in accordance with local jurisdictional requirements.</i></p>

Section 13 Buses	Summary of changes
13.2 Check school bus warning system	<p>Deleted below note that accompanied <i>Table 13.2 Luminous intensity values</i>: <i>NOTE: Special purpose bus warning lights manufactured by the firm “Hazard” have been shown to meet the luminous intensity requirements above and are therefore approved for use. Lights from other manufactures can only be fitted if an acceptable certificate of compliance is presented prior to inspection.</i></p>
13.3 Check ordinary entrances and exits	<p>Amended rejection reason (c) as follows: <i>The height of the entrance door is: less than the interior height of the bus;</i></p> <ul style="list-style-type: none"> • <i>less than 1800mm high, or</i> • <i>less than 550mm wide.</i> <p>Deleted the below rejection reason (d) as this criteria is now incorporated in rejection reason (c): <i>The entrance is less than 550mm wide:</i></p> <p>New rejection reason (d) added to sub-section.</p>
13.4 Check emergency exits	<p>Deleted the below rejection reason (a): <i>if an emergency exit is not fitted at the extreme rear of a bus or in the rear half of the roof of the passenger compartment.</i></p> <p>Deleted the below rejection reason (b): <i>Has an area less than 5200 square centimetres in the case of a small bus or 7000 square centimetres in the case of a large bus.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reason (a) and accompanying <i>Table 13.3 Number of required emergency exits</i> added to sub-section.</p> <p>Deleted the below rejection reason (c): <i>if any dimension is less than 500mm.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (d): <i>if an emergency exit is fitted in the rear half of the roof of the passenger compartment:</i></p> <ul style="list-style-type: none"> • <i>there is no additional exit provided on the right side of the vehicle in the rear half of the passenger compartment and;</i> • <i>that exit has an area less than 3200 square centimetres and;</i> • <i>if any dimension is less than 500mm.</i> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reason (b) added to sub-section.</p> <p>New rejection reason (c) added to sub-section.</p> <p>New rejection reason (d) and accompanying <i>Table 13.4 Emergency exit dimensions</i> added to sub-section.</p> <p>Deleted the below rejection reason (f): <i>Except in the case of a “push-out type” there is no suitable opening and closing device on both the inside and outside of the emergency exit.</i></p> <p>New rejection reason (f) added to sub-section.</p> <p>Amended rejection reason (g) as follows: <i>Emergency hammers are not fitted as required by manufacturer for breakable glass exits.</i></p>
13.5 Check doors	New introduction added to sub-section.

Section 13 Buses	Summary of changes
13.6 Check steps	<p>Amended rejection reason (c) as follows:</p> <p><i>The height of any step, in relation to an adjacent step is over 300mm more than:</i></p> <ul style="list-style-type: none"> • <i>for an off-road (all-wheel drive) bus—450mm except a rear step that may be no more than 500mm</i> • <i>for a small bus having a single row of seats with an occupant capacity of 15 persons or less, including the driver—450mm</i> • <i>for any other bus—300mm.</i>
13.7 Check interior height	<p>Rejection reasons (a), (b) and (c) consolidated into rejection reason (a).</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reason (b) added to the sub-section.</p>
13.8 Check aisle width	<p>Rejection reasons (a) and (b) consolidated into rejection reason (a).</p>
13.9 Check passenger seating	<p><i>Figure 13.1 Measuring obstructions for opposite facing seat</i> and <i>Figure 13.2 Measuring obstructions for non-opposite facing seats</i> have been added to the sub-section.</p> <p>New rejection reason (i) added to the sub-section.</p>
13.10 Check driver seating	<p>Amended rejection reason (a) as follows:</p> <p><i>If the driver's seat on a bus is not:</i></p> <ul style="list-style-type: none"> • <i>securely attached to the bus, and</i> • <i>is not designed and fitted in such a way that the driver can be comfortable and have control of the bus vehicle.</i>
13.11 Safety and guard rails	<p>New rejection reason (b) added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p>
13.12 Engine and fuel system	<p>New sub-section.</p>

Section 14 Trailers	Summary of changes
Version 2.0 November 2015	
14.1 Check brake components	<p>Amended rejection reason (g) as follows:</p> <p><i>Friction material of linings or pads are contaminated with oil, grease or brake fluid or another substance that will reduce the friction coefficient of the friction material.</i></p> <p>Amended rejection reason (h) as follows:</p> <p><i>The thickness of the linings or pads is less than the manufacturer's recommended minimum. If this is not known or is no longer appropriate, the thickness of the linings or pads is less than the following:</i></p> <ul style="list-style-type: none"> • <i>0.8mm above the fastener the rivet or bolt head on riveted or bolted linings; or</i> • <i>within 3mm of the friction material mounting surface on bonded pads linings or linings pads; 1.5mm above the shoe or pad backing plate.</i> <p>Amended rejection reason (j) as follows:</p> <p><i>Brake linings or pads are missing, broken or loose on their shoes or plates. Brake components such as Brake shoes, springs, anchor pins, cam rollers or bushes, pull or push rods, clevis pins, retainers or brake chamber mounting bolts are missing, loose, damaged or broken.</i></p>

Section 14 Trailers	Summary of changes
14.1 Check brake components	<p>Deleted the below rejection reason (l):</p> <p><i>Operating the service brake of the motor vehicle does not cause the trailer brakes to come on (where applicable).</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (q) as follows:</p> <p><i>With any brake fully applied, any stroke indicator displays evidence of excessive stroke (known as over-stroking) runs out of travel or indicates that adjustment is necessary.</i></p> <p>Amended rejection reason (r) as follows:</p> <p><i>Brake chamber push rods or pull rods move more than 80% of their maximum stroke or travel over centre with the brakes fully applied.</i></p> <p>New rejection reason (w) added to the sub-section.</p>
14.2 Brake testing with a roller brake tester	<p>This sub-section has been deleted as brake testing with a roller brake tester is provided in <i>Section 2 Brakes</i>.</p> <p>Sub-sections re-numbered accordingly.</p> <p>Deleted the below rejection reason (d):</p> <p><i>A towing vehicle's brakes are not functional both with or without a trailer connected.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (g):</p> <p><i>Any trailer having brakes which are air or vacuum assisted is not built to provide a visible or audible warning to the driver of the towing vehicle, while the driver is in a normal driving position, of a lack of air or vacuum.</i></p> <p>Deleted the below rejection reason (h):</p> <p><i>In an air operated brake system when any trailer hose coupling or connection is disconnected to simulate a breakaway situation, the rate of loss in air pressure in the towing vehicle's service brake system is more than 15 kPa per minute after stabilisation.</i></p>
14.3 Check drawbar	<p>Amended rejection reason (c) as follows:</p> <p><i>There is more than 6mm of movement between the sub-frame and hinged drawbar at the attachment point (compression of any flexible brush is to be excluded).</i></p> <p>Amended rejection reason (f) as follows:</p> <p><i>Drawbar eye/ block has been welded contrary to manufacturers specification or recognised welding guidelines transverse or circumferential welds evident.</i></p> <p>Amended rejection reason (g) as follows:</p> <p><i>Where ADR 62 applies, the drawbar eye does not display the manufacturer's name/ trademark and the rating. A "D" value is also a requirement for the drawbar.</i></p>
14.5 Check skid plates	<p>Reference to kingpin removed from sub-section and new sub-section added specific to kingpins.</p> <p>Deleted the below rejection reason (a):</p> <p><i>Where ADR 62 applies the kingpin does not display the manufacturer's name/ trademark, nominal size (e.g. 50mm) and the rating.</i></p>

Section 14 Trailers	Summary of changes
14.5 Check skid plates	<p>Deleted the below rejection reason (b):</p> <p><i>The vertical or horizontal movement between the upper and lower fifth wheel halves of coupled vehicles exceeds 13mm.</i></p> <p>Deleted the below rejection reason (c):</p> <p><i>The kingpin is worn or loose.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (e):</p> <p><i>An adaptor is used to fit a kingpin to a fifth wheel coupling.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (b) as follows:</p> <p><i>Skid plate or kingpin is cracked or has missing or loose bolts</i></p> <p>Deleted the below rejection reason (g):</p> <p><i>Skid plate is cracked or warped.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (h):</p> <p><i>Any welding performed to the king pin not carried out in accordance with the requirements of Australian Standard 2175.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Deleted the below rejection reason (j):</p> <p><i>The maximum wear limits for kingpins is exceeded.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reason (c) and <i>Figure 14.2 Skid plate flatness limits</i> added to the sub-section.</p> <p>Amended rejection reason (d) as follows:</p> <p><i>A trailer Skid plate is worn more than 20% or 2mm whichever is the greater lesser.</i></p>
14.6 Check kingpin	<p>New sub-section created.</p> <p>Reasons for rejection (a), (b), (c), (e) and (j) that were deleted from sub-section 14.5 have been added to sub-section 14.6.</p>
14.7 Check safety chains, cables and brake connections	<p>Amended rejection reason (a) as follows:</p> <p><i>Safety chains as required by ADR 62, or cables or brake connections are stretched, nicked, frayed, worn, or cracked or extensively corroded.</i></p> <p>Amended rejection reason (b) as follows:</p> <p><i>Any safety chain that has insecure attachment points, clamps or fasteners, and is are not liable to accidentally disconnect for accidental disconnection or is and are not readily detachable from the towing vehicle.</i></p> <p>Deleted <i>Table 20 Safety chains</i> as it's now available in <i>Additional Information – Safety Chains</i>.</p>

Section 14 Trailers	Summary of changes
14.7 Check safety chains, cables and brake connections	<p>Deleted the below note that accompanied <i>Table 20 Safety chains</i>:</p> <p><i>Safety chains should be inspected in accordance with: Australian Standards; AS 1872; AS 2321; AS 4177.4 and as amended, whichever is applicable at the time of the manufacture of the vehicle. Breakaway brakes on any rigid drawbar pig type trailer with an aggregate trailer mass of 2.5 tonnes or more and manufactured on or after 1 July 1988 are not capable of activating before the safety chains have broken.</i></p> <p><i>To comply with this requirement the brake connections (hoses) must be short enough to cause disconnection before full extension of the safety chains.</i></p> <p>New note added under rejection reason (e).</p> <p><i>Table 21 Typical bracket dimensions</i> and <i>Figure 18 Typical bracket dimensions</i> deleted from sub-section and moved to <i>Additional Information – Safety Chains</i>.</p>
14.8 Check suspension components	<p>Note added under rejection reason (i).</p> <p><i>Figure 19 Four spring suspension</i> and <i>Figure 20 Typical air bag suspension</i> deleted from sub-section.</p>
14.10 Check wheels/rims	<p>Corrected lettering of sub-section as rejection reasons (b) through to (g) should be points under rejection reason (a).</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (b) as follows:</p> <p><i>Any wheel contacts unrelated vehicle components at any point through its full range of travel.</i></p> <p>Amended rejection reason (e) as follows:</p> <p><i>Required ∇ valve protection lugs are missing</i></p> <p>New rejections reasons (f), (g) and (h) added to sub-section.</p>
14.11 Check wheel fasteners	<p>Amended rejection reason (a) as follows:</p> <p><i>Wheel nuts and bolts do not have a thread engagement length at least equal to the thread diameter, except where specified by the vehicle manufacturer The wheel nut does not fully engage the thread of the wheel stud or the fitting of the wheel nut does not match the taper of the wheel stud hole.</i></p> <p>New rejections reasons (e) and (f) added to sub-section.</p>
14.13 Check tyres	<p>Amended rejection reason (e) as follows:</p> <p><i>When in the straight ahead position, the wheels and tyres and fittings (wheel nuts, grease caps etc) of any a vehicle project beyond the extreme width of the mudguards or exceed the maximum width of a vehicle.</i></p>
14.14 Check exterior body panels and fittings	<p>Amended rejection reason (c) as follows:</p> <p><i>The bottom edge of the mudguard and/or mudflap at the rear of any vehicle is higher off the ground that than 37% 1/3 of the horizontal distance between the centre of the axle and the mudguard.</i></p> <p>Amended the note under rejection reason (c) as follows:</p> <p><i>This The height of the mudguard and/or mudflap from the ground must not be more need not be less than 230mm or 300mm for a vehicle built to be used off-road 300mm.</i></p> <p>New note added under rejection reason (f).</p>

Section 14 Trailers		Summary of changes
14.15 Check rear marker plates	<p>Please note that <i>Appendix E – Rear Marker Plates</i> has been deleted. Amended the note that is at the end of the sub-section as follows:</p> <p><i>For more detailed information refer to VSB12 and Appendix E – Rear Marker Plates on rear marker plates refer to VSB12. A copy of the bulletin may be obtained from the website of the Commonwealth Department of Infrastructure and Regional Development at www.infrastructure.gov.au</i></p>	
14.16 Check number plate	<p>New rejection reason (e) added to the sub-section. Subsequent criteria re-lettered accordingly. New note added under rejection reason (g). New rejection reason (i) added to the sub-section.</p>	
14.18 Check chassis	<p>Amended the note at the beginning of the sub-section as follows:</p> <p><i>Refer to Appendix J Appendix J Additional Information – Rust and Corrosion for detailed explanation of checking for rust.</i></p> <p>New rejection reason (c) added to the sub-section. Subsequent criteria re-lettered accordingly. Amended rejection reason (e) as follows:</p> <p><i>Trailer chassis has been altered without certification of compliance with Section H of VSB6 in the form of a Modification Plate from a Registering Authority or the NHVR.</i></p> <p>New note added to the end of the sub-section.</p>	
14.19 Check lights and reflectors	<p>Amended rejection reason (a) as follows:</p> <p><i>Compulsory reflectors are damaged, obscured, deteriorated, not installed in the correct location or are not fitted.</i></p> <p>Amended the following points under rejection reason (b) as follows:</p> <ul style="list-style-type: none"> • <i>reversing lights (where fitted) (white).....</i> • <i>side marker lights (yellow to front, red to rear)</i> <p>Amended rejection reason (d) as follows:</p> <p><i>Any yellow clearance light, side marker light or turn signal indicator is damaged so that it shows white light.</i></p> <p>New rejection reason (h) added to the sub-section. Subsequent criteria re-lettered accordingly. Amended rejection reason (i) as follows:</p> <p><i>Any light does not comply with the requirements as specified in the national vehicle standards instructions Heavy Vehicle (Vehicle Standards) National Regulation.</i></p> <p>New rejection reason (j) added to the sub-section and accompanying note.</p>	
Section 15 Motorhomes, Caravans and Campervans		Summary of changes
Version 2.0 November 2015		
Introduction	<p>Revised the ADR listing to include <i>ADR 43 Vehicle configuration and dimensions</i>.</p> <p>New note added under the section’s objective.</p>	

Section 15 Motorhomes, Caravans and Campervans	Summary of changes
<p>15.1 Visually inspect the living quarters</p>	<p>New rejection reason (c) and accompanying note added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>New rejection reason (d) added to the sub-section.</p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (e) as follows:</p> <p><i>A motorhome or caravan manufactured after 1 July 1988 fitted with a fuel burning cooking facility or living, or sleeping accommodation that does not have at least one outward opening or sliding door on the left hand side or rear of the vehicle (bi-fold doors are not acceptable).</i></p> <p>New note added under rejection reason (e).</p> <p>Deleted the below rejection reason (g):</p> <p><i>A designated seating position in a motor home is not fitted with a seatbelt in accordance with ADRs:</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (g) as follows:</p> <p><i>The fire extinguisher is not securely mounted in the living quarters or is higher than 1.2 metres from the floor.</i></p> <p>Amended rejection reason (j) as follows:</p> <p><i>Where gas appliances are fitted, if there is no installation compliance certification for the vehicle supplied by a licensed household gas installer plumber.</i></p> <p>Amended rejection reason (k) as follows:</p> <p><i>Where mains wiring is fitted, an electrical safety certificate showing compliance with Australian/New Zealand Standard AS 3000 and AS/NZ 3001 Electrical installations – Transportable structures and vehicles including their site supplies.</i></p> <p>Deleted the below rejection reason (k):</p> <p><i>Where the vehicle has a load/goods carrying capacity this capacity must not exceed 30% of the living/ cabin area of the vehicle.</i></p> <p>Subsequent criteria re-lettered accordingly.</p> <p>Amended rejection reason (l) as follows:</p> <p><i>Where a toilet or urinal is present a catchment tank (black water tank) must be is not fitted or the tank is not and the toilet vented directly to the atmosphere.</i></p> <p>New rejection reasons (m) and (n) added to the sub-section.</p> <p>New rejection reason (o) and accompanying note added to the sub-section.</p>
<p>Section 16 Vehicle Dimensions</p>	<p>Summary of changes</p>
<p>Version 2.0 November 2015</p>	
<p>Section 16 Vehicle Dimensions</p>	<p>This section is a new section.</p>

Appendices	Summary of changes
Version 2.0 November 2015	
Appendix A – Brake Drums and Discs	Appendix and content deleted.
Appendix B– Safety Chains	Appendix deleted. Content revised and moved to <i>Additional Information – Safety Chains</i> (Sections 3 and 14).
Appendix C– Retreaded Tyres	Appendix deleted. Content moved to <i>Additional Information – Retreaded Tyres</i> (Section 5).
Appendix D – Mudguard and Mudflap Requirements	Appendix deleted. Content revised and moved to <i>Additional Information – Mudguard and Mudflap Requirements</i> (Sections 6 and 14).
Appendix E – Rear Marking Plates	Appendix and content deleted.
Appendix F – ADR Occupant Restraint Requirements	Appendix deleted. Content revised and moved to <i>Additional Information – ADR Occupant Restraint Requirements</i> (Section 7).
Appendix G – ADR Applicability Tables	Content revised and re-named <i>Appendix A – Vehicle Category Codes and ADR Applicability Tables</i> .
Appendix H – Headlamp Testing Screens	Appendix deleted. Content revised and moved to <i>Additional Information – Headlight Testing Screens</i> (Section 8).
Appendix I – Replacing or Repairing Windscreens	Appendix deleted. Content moved to <i>Additional Information – Replacing or Repairing Windscreens</i> (Section 10).
Appendix J – Rust and Corrosion	Appendix deleted. Content revised and moved to <i>Additional Information – Rust and Corrosion</i> (Sections 6 and 14).
Appendix K – Vehicle Modifications	Content revised and re-named <i>Appendix B – Vehicle Modifications</i> .
Appendix L – Stationary Noise Test Procedure	Appendix deleted.
Appendix M – Suggested Equipment List for Heavy Vehicle Inspections	Appendix deleted.

Please note: While every attempt has been made to ensure the accuracy of the content of this Amendment Summary, it should not be relied upon as legal advice.



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