Form 1 ID:	
Date:	

NATIONAL ROADWORTHINESS BASELINE SURVEY 2016

FORM 2: UNITS WITH A DEFECTIVE COMPONENT

COMPLETE ONE FORM FOR EACH UNIT WITH A DEFECT

Defect Details

Q104a Number Plate of Hauling Unit

Q104b. Number Plate of Defective Unit

Q105. Enter Defect Notice No.

☐ No number available/ no notice issued

Q106. Record highest category of defect (select one level)

Formal Warning	Minor Defect	Major Defect	Major Defect (Grounded)
1 ☐ **A**	2 ☐ **B**	3 ☐ **C**	4 ☐ **D**

PART K: DEFECT SUMMARY

AREAS OF DEFECT

Q107. What were the areas of defect for the unit?

(Select the areas for the defective unit)

CATEGORY		DEFECT
Section 2	Brakes	
Section 3	Couplings	
Section 4	Steering and Suspension	
Section 5	Wheels, Tyres and Hubs	
Section 6	Structure and Body	
Section 7	Seats and Seatbelts	
Section 8	Lights and Reflectors	
Section 9	Mirrors	
Section 10	Windscreens and Windows	
Section 11	Engine, Driveline and Exhaust	
Section 12	LPG and NG Vehicles	
Section 13	Buses	
Section 14	Trailers	
Section 15	Motorhomes, Caravans and Campervans	

PART K: DEFECT SUMMARY

Q108. What defects were found? *(Select the defects for the unit)*

2	BRAKES	Page	Defect
2.1	Check brake components	6	
2.2	Check brake adjustment	7	
2.3	Check air compressor/vacuum pump	7	
2.4	Check air filters	7	
2.5	Check braking system operation	7	
2.6	Check vacuum assisted brake system integrity	7	
2.7	Check air brake system integrity (including air over hydraulic)	8	
2.8	Check hydraulic brake system integrity	9	
2.11	Check parking brake test for vehicles designed to ADR 35 (only for vehicles/units not subject to a roller brake test)	9	
2.13	Brake testing with a roller brake tester	9	
2.14	Check trailer brakes and breakaway protection	9	
3	**COUPLINGS**	**Page**	**Defect**
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3.2	Check pin couplings and pintle hooks	11	
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3.4	Check towing attachments	11	
4	**STEERING AND SUSPENSION**	**Page**	**Defect**
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5	**WHEELS, TYRES AND HUBS**	**Page**	**Defect**
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5.3	Check retaining rings	15	
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6.2	Check rear marker plates	16	
6.3	Check cabin and body condition	16	
6.4	Check number plates	17	
6.5	Check electrical equipment	18	
6.6	Check chassis	18	
7	**SEATS AND SEATBELTS**	**Page**	**Defect**
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7.2	Check seatbelts	18	
7.3	Child restraint anchorages	18	
8	**LIGHTS AND REFLECTORS**	**Page**	**Defect**
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8.2	Check headlights	20	
8.3	Check headlight aim (includes driving lights and alternative headlights)	20	
8.4	Backlit badges	20	
9	**MIRRORS**	**Page**	**Defect**
9.1	Check mirrors	21	
10	**WINDSCREENS AND WINDOWS**	**Page**	**Defect**
10.1	Check windscreen and windows	22	
10.2	Test the light transmittance level of the windscreen, side and rear windows	22	
10.3	Check windscreen wipers, demisters and washers	23	
11	**ENGINE, DRIVELINE AND EXHAUST**	**Page**	**Defect**
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14	**TRAILERS**	**Page**	**Defect**
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14.9	Check sliding axles	34	
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15	**MOTORHOMES, CARAVANS AND CAMPERVANS**	**Page**	**Defect**
15.1	Visually inspect the living quarters	39	

Section 2: BRAKES

2.1 Check brake components *Please indicate highest category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Brake pedals do not have an anti-slip surface across the complete surface				
b)	Brake pedals or handles are broken, missing or are outside the scope of manufacturer's original design				
c)	Brake control mountings, pivots, cables or links are kinked, missing, loose, broken, excessively worn or binding				
d)	Vehicle is not equipped with an effective mechanical park brake				
e)	The locking device on a park brake handle or lever is missing or not operational				
f)	Park brake control is not designed to minimise risk of inadvertent release (e.g. requiring two separate or distinct movements)				
g)	Abrasions or cuts on brake hoses penetrate further than the outer protective covering				
h)	Brake pipes, hoses and connections are not securely mounted, or are cracked, broken, kinked, crimped, damaged by heat, or have visible signs of leakage, swelling or bulging				
i)	Air reservoirs in the vehicle's braking system do not have an automatic or manual condensate drain valve at the lowest point of each air brake reservoir				
j)	Brake drums or discs are not fitted or have missing pieces, or cracks other than short heat cracks inside the drums or in the disc				
k)	Brake pad or shoe material does not come in full contact with brake disc or drum friction surface, excluding any crowning				
l)	Drums or discs are worn beyond manufacturer's specifications				
m)	Any calliper, wheel cylinder or master cylinder leaks				
n)	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				
o)	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: • the rivet or bolt head on riveted or bolted linings or • within 3mm of the friction material mounting surface on bonded pads or linings.				
p)	Brake chambers (including chamber clamps) or cam shaft support brackets are loose, bent, cracked or missing				
q)	Brake linings or pads are missing, broken or loose on their shoes or plates				
r)	Brake components such as 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				
s)	In the case of hydraulic, or air-over-hydraulic brakes, the reservoirs, master cylinders or servo units are loose, cracked, broken, or excessively worn or are damaged so that leaks are likely				
t)	Vehicles equipped with Antilock Braking Systems (ABS) where the antilock system warning light is inoperative or indicates a system fault or is missing				
u)	In the case of hydraulic or air-over-hydraulic brakes, the fluid level in a master cylinder reservoir is below the minimum level.				

2.2 Check brake adjustment *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	With any brake fully applied, a brake adjustment indicator runs out of travel or indicates that adjustment is necessary				
b)	Brake chamber push or pull rods move more than 80% of their maximum stroke when the brakes are fully applied				
c)	With any brake fully applied, any stroke indicator displays evidence of excessive stroke (known as over-stroking)				
d)	The park brake and/or emergency brake is not capable of being fully applied without the control running out of available travel				
e)	The brake adjusters are bent, damaged or excessively worn, or are not properly adjusted.				
2.3 Check air compressor/vacuum pump *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The air compressor or vacuum pump has loose mounting bolts, cracked or broken mounting brackets, braces or adaptors, or is inoperative				
b)	Drive pulleys are cracked, broken or loose				
c)	Drive belts are loose, cracked through to reinforcing plies, extensively frayed or missing drive sections				
d)	For vehicles fitted with compressed air brakes, the air compressor does not build up air pressure to at least 80% of the vehicle's governor cut-out pressure in five minutes after the compressed air reserve is fully used up.				
2.4 Check air filters *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any filter units for air compressors or vacuum pumps are not fitted, or are loose, blocked or damaged.				
2.5 Check braking system operation *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any brake failure indicators do not operate				
b)	Any brake air or vacuum storage system is not fitted with a visual or audible warning device to warn the driver, whilst seated in the normal driving position, of a lack of air pressure or vacuum				
c)	Any compulsory pressure, vacuum or low level warning devices or gauges do not operate				
d)	The brake controls do not cause the corresponding brake to apply when they are operated (with the engine running if necessary).				
2.6 Check vacuum assisted brake system integrity *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	With vacuum depleted from the system and with moderate steady force applied, the brake pedal does not travel towards the floor when the engine is started				
b)	With the engine stopped, one application of the service brake with a moderate pedal force results in the low vacuum indicator coming on				
c)	If a trailer is connected to the motor vehicle, the trailer vacuum brakes cannot be applied from the normal driving position				
d)	A brake pedal that is held depressed while the engine is running, tends to rise when the engine is stopped				

f)	The reservoir or tank for vacuum is not protected by a check valve				
g)	Vacuum is not available as soon as the engine starts, or build up time to reach the low vacuum mark (to deactivate the warning device) is longer than 30 seconds				
h)	Time taken for vacuum to reach normal working level when the vacuum reserve is fully depleted is longer than 60 seconds				
i)	The vacuum warning device (if fitted) does not deactivate when the low vacuum mark is reached				
j)	The loss of vacuum from its maximum indicated level exceeds 125mm Hg in 10 minutes when the engine is stopped				
k)	With the engine stopped and vacuum at its maximum indicated level, the vacuum gauge reading does not fall progressively with every application of the service brake				
l)	With the engine stopped, there is insufficient level of vacuum to allow at least two assisted service brake applications.				
2.7 Check air brake system integrity (including air over hydraulic) *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	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: • 65% of average operating pressure or 420kPa (60psi) for ADR 35 vehicles, or • 300kPa (45psi) for pre-ADR 35 vehicles.				
b)	The cut-out pressure is more than 1120kPa (160psi), or less than 720kPa (100psi) unless other values are recommended by the manufacturer				
c)	The governor cut-in pressure is less than 550kPa (80psi), unless another value is recommended by the manufacturer				
d)	With the brake system fully charged, the engine stopped and the service brake applied, the air brake pressure drops more than 20kPa (3psi) per minute. An additional drop per minute of 5kPa is allowed for each trailer that may be attached				
e)	With the engine stopped and the service brake released, the air brake pressure drops more than 15kPa per minute. An additional drop per minute of 5kPa is allowed for each trailer that may be attached				
f)	With the brake system fully charged and the engine stopped, five applications of the service brakes results in the reservoir pressure dropping to less than 50% of the maximum value				
g)	Spring brakes (if fitted) activate before the low pressure warning device activates				
h)	The parking brake is inoperative or on a vehicle with a reserve air tank is unable to be released at least once				
i)	Air reservoir drain valves are inoperative				
j)	Excessive oil drains from the reservoir (this usually indicates a faulty compressor)				
k)	Where a pressure protection valve is fitted, the valve is damaged or broken				
l)	For a motor vehicle built from 1 July 1998 and designed to tow a trailer, the air supply to the trailer is not automatically stopped when at least one of the prime mover circuits drops below 420kPa or when the trailer is disconnected				
m)	Where ADR 35 applies, when the air-pressure in one (and only one) sub-circuit is fully drained any brake connected to the other sub-circuit fails to operate when the service brake is applied				
n)	Where ADR 35 applies, spring brakes (if fitted) apply when one sub-circuit is fully				

	drained.				
2.8 Check hydraulic brake system integrity *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	When a constant force is applied to the brake pedal for 10 seconds: • after the initial travel, the service brake pedal travels to the floor, or • the brake system failure indicator comes on.				
b)	When the service brakes are firmly applied, less than 20% of the pedal travel remains (unless the brake system is designed for greater travel)				
c)	When soft pumping makes the brake pedal travel to the floor.				
2.11 Parking brake test for vehicles designed to ADR 35 *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The parking brake does not provide any retardation.				
2.13 Brake testing with a roller brake tester *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	There is more than 30% difference in the brake force between the wheels on the same axle				
b)	The minimum service brake efficiency is less than the requirements specified				
c)	With all brakes released, the brake drag at any axle exceeds the performance requirement specified				
d)	Any parking brake assembly that when applied does not give a reading, or the vehicle does not life out of the rollers				
2.14 Check trailer brakes and breakaway protection *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	A truck trailer interconnecting flexible hose and coupling is not properly mated or secured				
b)	The trailer brakes are not capable of being applied and released from the normal driving position				
c)	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				
d)	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 15kPa per minute after stabilisation.				

Section 3: COUPLINGS

3.1. Check fifth wheels and turntables *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Where ADR 62 applies, the fifth wheel does not display the manufacturer's name/trademark, nominal size (e.g. 50mm) and the 'D-value' rating				
b)	The top and bottom mounting flanges have insufficient or ineffective fasteners				
c)	Fasteners either side of the mounting frame, plate or pivot brackets are insufficient or ineffective				
d)	Fifth wheel or turntable mounting plate or sub- frame assembly securing bolts are missing, broken or loose, or the fasteners are U-bolts				
e)	Fifth wheel or turntable mounting plate or sub-frame assembly securing bolts are not ISO Class 8.8 (SAE Grade 5) or stronger				
f)	Fifth wheel or turntable mounting is not done in accordance with manufacturers' specifications,				
g)	There is movement between the fixed mounting components				
h)	There is more than 5mm horizontal movement between: • the pivot bracket pin and bracket, or • a slider bracket and slide base.				
i)	There are cracks in mounting angles or plates, pivot brackets, slider components or coupler plates except for casting shrinkage cracks				
j)	The fifth wheel pivot bracket pin/s or bushes are missing, insecure or worn beyond manufacturer's specifications				
k)	The locking mechanism on either side of a sliding coupling is missing, inoperative or worn beyond manufacturer's specifications				
l)	End stops on slides are missing or insecure				
m)	Kingpin locking mechanism parts are missing, or damaged to the extent that the kingpin is not securely held				
n)	The top and bottom plates, flanges and welds are loose, cracked, missing or broken				
o)	Ball bearing type turntables are worn beyond the manufacturer's specifications, or to the extent that the upper and lower flanges or bearing halves touch each other or the ball bearings seize.				

3.2 Check pin couplings and pintle hooks *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Where ADR 62 applies, a 50mm pin type coupling does not display the manufacturer's name/trademark, rated vertical load and the 'D-value rating'				
b)	The tow ball or hook assembly (127mm or hook type) is not legibly and indelibly marked with the manufacturer's name or trademark and the rated 'D-value'				
c)	Deformed or cracked fasteners including welds				
d)	Any mounting bolts, fasteners or weld beads have advanced corrosion				
e)	The area that the pin coupling or pintle hook is mounted on is loose or cracked or any locking mechanism is not fitted or is inoperative				
f)	The pin coupling or pintle hook welds have cracks				
g)	Pin couplings or pintle hooks are worn beyond the manufacturer's limits. If the manufacturer's limits are not known, any dimension on a wear surface of the horn of a pintle hook or pin coupling is worn more than 5% of the original diameter				
h)	Any wear on the diameters of each of the coupling pin and the drawbar eye bush greater than 1.5mm				
i)	Any transverse or circumferential welds on the drawbar eye block				
j)	For bolt-in drawbar eyes, the castellated nut is loose or insecure or the split pin is missing or not intact.				
3.3 Check towbar ***Please indicate category of each defect:***		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The towbar is not securely mounted or is bent or cracked				
b)	Any mounting bolts, fasteners or weld beads have advanced corrosion or cracks				
c)	Where ADR 62 applies, the towbar and towing ring does not display: the manufacturer's name/trademark, the rating and the make and model of the vehicle/s for which it is designed				
d)	Where any part of the towbar is removable (the bolts, studs, nuts etc.), fastening those parts do not have a locking device such as a U-clip, split pin, spring washer or nylon lock nut				
e)	Towbar assembly (except for vehicles designed for use in road trains) is not fitted with two safety chain attachments mounted one on either side of, and adjacent to, the tow coupling				
f)	Safety chain attachments are not affixed to part of the tow assembly that is permanently attached to the vehicle.				
3.4 Check towing attachments *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any towing attachment (such as a tow-ball or pintle hook), any mounting bolts, fasteners or weld beads are loose, cracked, broken or extensively corroded				
b)	Safety chain/s or cables (if required) are able to be connected or affixed in such a way that the safety chain/s or cables are liable to accidentally disconnect				
c)	Safety chain or cable retaining brackets are cracked, deformed or insecure				
d)	Safety chain or cable retaining brackets do not meet required standards				
e)	The tow coupling capacity does not equal or exceed the aggregate trailer mass (ATM) of any trailer being towed (if applicable).				

Section 4: STEERING AND SUSPENSION

4.1 Check steering components inside cabin *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Steering wheel is not located in the centre or to the right-hand side of the vehicle unless the vehicle is built and used for a purpose other than the transportation of goods or people				
b)	The steering wheel is loose on the shaft				
c)	The steering column is insecure				
d)	The steering wheel structure is fractured or the hub, rim, moulding or spokes are loose				
e)	Any steering component is missing, loose, cracked, heated, bent, welded, damaged or inoperative.				
4.2 Check steering free play *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	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, without road wheel movement.				
4.3 Check steering components under the bonnet and under the vehicle *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any steering component is missing, cracked or broken				
b)	Any steering component fouls another component under any combination of steering and/or suspension travel				
c)	Any threaded, splined or tapered joint is loose				
d)	Any free-play due to wear in a ball-joint exceeds manufacturer's specifications. Where these are not known or are no longer appropriate, the free-play exceeds 3mm				
e)	Any steering component can be seen to have been repaired or modified by heating or welding				
f)	Any nut, bolt or locking device is missing or insecure				
g)	Where steering forces are wholly supplied by energy sources other than a driver's muscular effort, visible indicators for steering failure or defect are not fitted				
h)	The power steering pump has loose mounting bolts cracked or broken mounting brackets, braces or adaptors, or is inoperative				
i)	Power steering pump pulleys are cracked, broken or loose				
j)	Power steering pump belts are loose, cracked through to reinforcing plies, extensively frayed or missing drive sections				
k)	Evidence of oil or fluid leaking from any power steering components				
l)	With the wheels off the ground, the steered road wheels do not turn freely to the left and right through their normal range of travel				
m)	Steering shaft is not securely connected to the steering box or rack, or is incorrectly aligned or adjusted				
n)	Steering box, rack and pinion assembly, mounting brackets, bolts or couplings are cracked or not securely fixed to the vehicle				
o)	Free play at the end of the idler arm exceeds 8mm				
p)	Free play at the steered road wheel rim in a horizontal or vertical plane (excluding any necessary wheel bearing play) exceeds manufacturer's specifications. Where these specifications are not known or are no longer appropriate, free play exceeds the limits				
q)	Any noticeable movement due to wear in any component exceeds manufacturer's specification, or 3mm where this is unknown				
r)	Tyres come into contact with any part of the vehicle through normal range of travel.				

4.4 Check suspension components *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	U-bolts or other spring to axle or spring pack clamp bolts, centre bolts, spring eyes or hangers, torque, radius or tracking component assemblies, control arms, sway bars, bushes or any parts used to attach them to the vehicle frame or axle are cracked, loose, broken, missing or worn beyond manufacturers' limits				
b)	Springs are cracked, broken, missing or damaged				
c)	Springs (including air bags) are sagged or air bag/components leak				
d)	Leaves in a leaf spring pack are displaced sideways more than 10% of their width or so that they contact wheels, brakes or the frame				
e)	Shock absorbers, if originally fitted, are missing, loose, inoperative or leaking,				
f)	Any suspension component is not correctly aligned or is damaged, cracked, loose or broken				
g)	Any nut, bolt or locking mechanism is insecure or missing				
h)	Suspension components are missing, or repaired or modified by heating or welding unless it's a manufacturer's approved repair technique.				

Section 5: WHEELS, TYRES AND HUBS

Q110. How many tyres are defective? *(specify number, or 0 if none)*	

5.1	**Check wheels and rims** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any wheel or rim: • is loose • is cracked • is buckled • has pieces of casting missing • has elongated stud holes • has weld repairs not in accordance with relevant industry practice.				
b)	Any wheel contacts unrelated vehicle components at any point through its full range of travel				
c)	Spindle nuts and washers are missing, cracked, stripped or broken				
d)	Spiders have cracks across a spoke, hub or web area				
e)	Wheels are not compatible with hubs				
f)	Required valve protection lugs are missing				
g)	Wheels fail to rotate freely				
h)	Hubs seals are leaking				
i)	Excessive end-play in hubs.				
5.2	**Check wheel/rim fasteners** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	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), or the fitting of the wheel nut does not match the taper of the wheel stud hole				
b)	Any hub has missing, cracked, stripped or broken wheel mounting nuts, studs or bolts				
c)	Spacer plates are used between hub and wheels, except where fitted by the vehicle manufacturer				
d)	Fasteners are not of the correct type for the wheel being used or allow a rim to slip on its spider				
e)	Any item that is fitted to the tyre, rim or wheel (other than tyre pressure monitoring or inflation) which is not technically essential to the vehicle, protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person				
f)	Any item that is fitted to the tyre/rim/wheel (other than tyre pressure monitoring or inflation) which is technically essential to the vehicle, is not designed, constructed and affixed to the vehicle in a way that does not minimise the risk of bodily injury to any person.				

	5.3 Check retaining rings *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Lock or side rings are incorrectly seated, sprung, mismatched, bent, broken or cracked.				
	5.4 Check tyres *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	A tyre does not have at least 1.5mm tread depth in a continuous band which runs around the whole circumference of the tyre and extends across at least 75% of the width of the tyre				
b)	The overall diameter of dual tyres on the same side of an axle is not matched within 25mm				
c)	A tyre (including sidewalls) has deep cuts, chunking, bumps, bulges, exposed cords or other signs of carcass failure				
d)	A tyre has been re-grooved (except where indicated on the side wall that the tyres are suitable for re-grooving)				
e)	When in the straight ahead position, the sidewall of any tyre projects beyond the extreme width of the mudguards				
f)	The vehicle has been fitted with a non-OEM front wheel (i.e. rim and tyre) that has not been approved as a modification				
g)	Any tyre is not of a type constructed for unrestricted road use				
h)	Any retreaded or remoulded tyre is not marked with the words “RETREAD” or “REMOULD”, and where speed limited the words “MAX. SPEED XX KM/H” or “SPEED LIMITED TO XX KM/H” (XX means the max speed i.e. 125km/h)				
i)	The speed rating of all tyres is not of at least 100km/h or the vehicle’s top speed, whichever is the lesser, unless a lower rating has been specified by the manufacturer				
j)	A tyre fitted to a vehicle with a GVM of more than 4.5 tonnes is not suitable for road use if the tyre load ratings are less than the minimum ratings specified originally by the vehicle manufacturer				
k)	The tyres on an axle are not of the same carcass construction (e.g. cross ply, radial ply or bias belted)				
l)	Dual tyres contact each other				
m)	Any tyre on a vehicle contacts the body, chassis, frame, braking, steering or suspension components at any point through its full range of travel				
n)	A tyre has cleats or other gripping devices that could damage road surfaces				
o)	Tyres are not compatible with the rim to which they are fitted.				

Section 6: STRUCTURE AND BODY

6.1 Check exterior body panels and fittings *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any item that is fitted to the tyre/rim/wheel (other than tyre pressure monitoring or inflation) which is not technically essential to the vehicle, protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person				
b)	Any item that is fitted to the tyre/rim/wheel which is technically essential to the vehicle, is not designed, constructed and affixed to the vehicle in a way that does not minimise the risk of bodily injury to any person				
c)	Mudguards are not properly fitted to provide protection over the full width of the wheels and tyres and any mudguard does not extend inboard over the full width of the tyre/s (except where part of the body of the vehicle acts as a mudguard)				
d)	The bottom edge of mudguard and/or mudflap at the rear of any vehicle is higher off the ground than 37% of the horizontal distance between the centre of the axle and the mudguard				
e)	Any motor vehicle which is 2.2 metres or more in width and fitted with a body which is less than 300mm in height at the rear, measured from the lowest point of the body above the ground to the highest point, does not have the rear face of any rear mudguards silver or white in colour				
f)	Any vehicle over 12 tonnes GVM manufactured on or after 1 January 2012 is not fitted with front underrun protection (FUP)				
6.2 Check rear marker plates *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Retroreflective rear marker plates are not fitted to a vehicle with a GVM over 12 tonnes, except a bus fitted with hand grips or similar equipment for standing passengers to hold				
b)	Rear marker plates are not fitted in locations specified by the required standards				
c)	Rear marker plates are faded, damaged or incorrectly fitted.				
6.3 Check cabin and body condition *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any structural member of a body, cabin or chassis such as a cross-member, door sill, pillar, seat or seatbelt anchorage, roof rail and floor panel is cracked, broken or corroded to an extent that weakens the strength of the vehicle or any safety system, or allows the entry of engine fumes into an occupant space				
b)	Any cabin, body, sleeper compartment, load carrying area or compartment is loose on the chassis or has missing fasteners				
c)	Any load carrying area or compartment is damaged, deteriorated, corroded or distorted so that any part of the load is not retained				
d)	Any door, gate, hatch, bonnet or compartment latch, latch control, or hinge is damaged, excessively worn, insecure or inoperative in any latching position				
e)	Any body repairs on the vehicle have not been carried out in accordance with recognised industry repair methods and standards				
f)	Any item that is fitted to the tyre/rim/wheel (other than tyre pressure monitoring or inflation) which is not technically essential to the vehicle, protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person				
g)	Any component that adversely affects the safety of the vehicle, and, in particular, obscures the drivers view.				
6.4 Check number plates *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**

a)	Any number plate is obscured, for example, by a towing attachment, goose neck or tow ball				
b)	Any number plate cover is tinted, reflective, rounded or bubble-like				
c)	Any number plate is not issued or approved by the state or territory road transport authority, is damaged or faded to the extent that the registration number is not legible from a distance of 20 metres				
d)	The number plates are not substantially parallel to the vehicles axles				
e)	Any number plate is fitted to a hinged plate that enables the plate to hinge whilst the vehicle is in motion				
f)	Any number plate is mounted more than 1300mm from the ground				
g)	Characters on any number plate are not clearly visible from a distance of 20 metres at any point within an arc of 45 degrees from the surface of the number plate above or to either side of the vehicle				
h)	A rear number plate is positioned so that it is not illuminated by at least one number plate light.				
6.5	**Check electrical equipment** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	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				
b)	A warning device (horn) is not clearly audible and the actuating mechanism is not located within the reach of the driver in the normal seated position				
c)	Electrical wiring or connectors are corroded, damaged, not insulated or are not securely fastened at least every 600mm or are located in such a way that would cause danger to the operation of the vehicle				
d)	Electrical wiring is located where it can: • become exposed to excessive heat • hinders driver or passenger movement • come into contact with moving parts • cause a fire hazard.				
e)	Batteries are not securely mounted, leak or are situated in an occupant space without adequate protection from spillage and fumes.				
6.6	**Check chassis** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any part of the chassis or sub-frame is: • cracked • distorted • sagging • broken • loose • affected by extensive or advanced rust.				
b)	Any fastenings between frame members, including welds, are missing, loose, distorted or cracked				
c)	Any chassis or sub-frame repairs on the vehicle have not been carried out in accordance with recognised industry repair methods and standard				
d)	Frame members in load areas are missing or damaged to an extent that the load area is not properly supported or the members are likely to fall out or contact moving parts				
e)	Any vehicle wheelbase that has been lengthened or shortened without certification to Section C and H of VSB6				
f)	Body mounting is not done to manufacturers' recommendations, VSB6 or: • Body mounting brackets bolted to the flange of the chassis rail				

	• U-bolts used, and vehicle does not have a box type frame, or metal spacers are not inserted between the top and bottom flanges of the chassis rail to prevent distortion of the flanges below the U-bolts • Wooden runners are used, and they are not protected from damage by the U-bolts by steel capping or shaped spacers under the bolts • U-bolts are used, and less than four outrigger brackets or fishplates used, with one on each side of the vehicle at the front and rear.				

Section 7: SEATS AND SEATBELTS

7.1	**Check seats** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Seat frames or attaching points are loose, cracked, broken or have fasteners missing				
b)	Seat cushions and backrests are not fitted				
c)	A seat slide or other seat control used for adjustment of a seating position is not operational and does not hold any selected position allowed for in the mechanism's design				
d)	Any seat has an exposed sharp edge or other parts that protrude due to damage				
e)	Any reduction or increase in seating capacity is not approved				
f)	Where the reduction or increase in seating capacity changes the vehicle's Australian Design Rule (ADR) vehicle category or affects compliance with the applicable vehicle standards.				
7.2	**Check seatbelts** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Seatbelt assemblies are not securely attached to the respective anchorage point or show signs of distortion, cracks, fractures, or other damage likely to cause failure				
b)	Any retractor, locking mechanism, buckle, tongue or adjustment device is inoperative				
c)	Seatbelt webbing that is: • Damaged, frayed, stretched, tied in a knot, twisted, split, torn, altered or modified, severely deteriorated, burnt, not correctly and firmly secured to each end fitting, not the appropriate seatbelt for the type of seat mechanism fitted.				
d)	Seatbelts are not fitted in accordance with minimum seatbelt requirements for goods vehicles				
7.3	**Child restraint anchorages** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The vehicle structure within 100mm of a child restraint anchorage (CRA) point is cracked or has advanced rust				
b)	A 5/16" - 18 TPI UNC bolt and suitable spacer installed is not fitted to each CRA point				
c)	A CRA fitting is not readily accessible or cannot be attached or unclipped by hand				
d)	A CRA fitting is missing, loose or damaged				
e)	For an MD4 category vehicle built from 1 July 1995 or ME category vehicle built from 1 July 1994, at least six rear seating positions are not equipped with a CRA point.				

Section 8: LIGHTS AND REFLECTORS

8.1	**Check lights and reflectors** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Compulsory reflectors are damaged, obscured, deteriorated, not installed in the correct location or are not fitted				
b)	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 lights (white) • tail lights (red) • brake lights (red) • reversing lights (where fitted, mandatory on motor vehicles after 30/06/1975) (white) • 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) • compulsory tell-tale lights • step lights (for buses), except in the case of an external access step to a single row of seats for a small bus having a seating capacity of not more than 15 adults, including the driver • interior bus lights.				
c)	Daytime running lights are not wired so: • they are off when a headlight, other than a headlight being used as a flashing signal, is on, or • if included as part of a combination light, they dim when a headlight other than a headlight being used as a flashing signal, is on.				
d)	Any rear light other than a reversing light is installed or damaged to the extent that white light shows				
e)	Any yellow clearance light or front turn signal is damaged so that it shows white light (except vehicles prior 7/73)				
f)	The number plate light is not directing light onto the surface of the rear number plate				
g)	Any optional light or reflector interferes with the effective operation of any compulsory light or reflector				
h)	Any light has a tinted cover over it that affects its intended operation				
i)	Any light that is not clearly visible under all normal conditions and of a consistent intensity, and are affected by dirty or damaged lenses or poor electrical contact				
j)	Lenses and light reflectors are not securely mounted, are faded or discoloured and are not free from cracks, holes, or other damage which would allow the entry of moisture or dirt to impair the efficiency of the light or reflector				
k)	There is any other type of opaque cover over a headlight which cannot be readily removed				
l)	A bus that is not a school bus is fitted with either the lights and/or signs required by the school bus warning system				
m)	Lighting does not comply with the Heavy Vehicle (Vehicle Standards) National Regulation				
n)	All low beam headlights with a luminosity of more than 2000 lumens are not self-levelling and self-cleaning				
o)	More than four driving lights are fitted				

p)	For an LED type light more than 30% of the individual LEDs do not function				
8.2	**Check headlights** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Headlight reflector is tarnished or peeling to the extent that headlight performance is impaired				
b)	Headlight lens is cracked or broken				
c)	Headlight assembly is not secured or is out of position				
d)	Headlight does not project white light. **Note**. *At night - Major*				
e)	Headlight lens or reflector is internally contaminated by dirt or moisture				
f)	A device to indicate to the driver that the headlights are in the high beam position is not fitted and operational				
g)	A dipping device to change the headlights from the high beam position to the low beam position and operated from the normal driving position is not fitted and operational				
h)	Headlights do not comply with the Heavy Vehicle (Vehicle Standards) National Regulation.				
8.3	**Check headlight aim (includes driving lights and alternative headlights)** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The aim of the headlight is adjusted such that, when on high beam and measured at an effective distance of 9 metres, the projected centre of the beam is to the right of the headlight centre and/or is above the headlight centre				
b)	When measured at an effective distance of 9 metres, any part of the top edge of the high intensity portion of the low beam pattern is above, and to the right of the centreline of the headlight.				
8.4	**Backlit badges** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The light source is not integrated within, and contained totally within, the badge/logo				
b)	The badge/logo shows: • white to the rear of the vehicle • red to the front of the vehicle • a colour other than red, white or yellow				
c)	The luminous intensity is more than 60 candela				
d)	The light flashes				
e)	The badge/logo and light source is within 200mm of another lamp				
f)	The light can be seen, either directly or by reflection, by the driver when in the normal seated driving position				
g)	The light source is not connected so that it only operates with the front lighting system				
h)	The light is overly large so as to affect the prominence of other mandatory lamps.				

Section 9: MIRRORS

9.1	**Check mirrors** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any reflective surface of a compulsory rear view mirror: • has a missing section • is cracked • is deteriorated, blemished or tarnished reducing the view to the rear of the vehicle is obscured.				
b)	Side mirrors do not have a surface of at least 150cm2 (e.g. 10cm by 15cm)				
c)	Mirrors are not securely mounted or missing				
d)	Mirrors are not fitted to both sides of the motor vehicle				
e)	Any compulsory mirror does not provide a clear view of the road to the rear of the vehicle				
f)	Non-folding mirrors protrude more than 150mm beyond the overall width of the vehicle				
g)	Folding mirrors protrude more than: • 230mm beyond the overall width of the vehicle when not folded • 150mm beyond the overall width of the vehicle when folded				

Section 10: WINDSCREENS AND WINDOWS

	10.1 Check windscreen and windows *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The wiped area of the windscreen in front of and on the same side of the vehicle as the driver has: • damage (such as scoring, sandblasting or severe discolouration) that interferes with the driver's view • any bulls-eye or star fracture that exceeds 16mm in diameter, or either of the following: • hairline crack up to 30mm long • a crack from the edge of the windscreen up to 75mm long.				
b)	Any cracks in a laminated windscreen penetrate more than one layer of glass or are more than 150mm long				
c)	Any glazing used in any motor vehicle is not safety glass and where ADR 8 applies, the glass does not display an identification mark or symbol				
d)	Glazing is loose in its frame or cracked to the extent that sharp edges are exposed				
e)	Glazing, other than the windscreen, that is necessary for the driver to see the road is discoloured, obscured, badly scratched, sandblasted or fractured to the extent that it interferes with the driver's view				
f)	Items that obscure the driver's view are placed in specified area, with the exception of a driver's aid				
g)	At least half the number of windows must be capable of being opened or the vehicle must be provided with an alternative method of ventilation				
h)	Windscreens are removed and not replaced				
i)	For a bus that is not adequately ventilated by means of a fan forced 'jet air' or fan forced air conditioning system, moveable windows are not fitted with a suitable device for opening and closing				
j)	If a bus does not have ventilation additional to that provided by its windows				
k)	Ladder racks, external roll bars and cages, or similar accessories: • have uprights with a diameter of more than 50mm, or • are positioned in a way that can reflect the vehicle's lights into the drivers eyes and they do not have a matt, non-reflective black finish.				
	10.2 Test the light transmittance level of the windscreen, side and rear windows *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any windscreen glazing has any coating which reduces its light transmittance				
b)	The visible light transmittance of any glazing (including any applied film) is less than that detailed				
c)	Tint films are not free of bubbles, scratches or other defects that significantly affect the driver's vision				
d)	Tint films have a reflectance in excess of 10% (e.g. mirror tints)				
e)	Not fitted with exterior rear view mirrors on both sides of the vehicle.				

10.3 Check windscreen wipers, demisters and washers *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The windscreen wipers are not operational at all speeds and do not return to their normal parked position				
b)	Wiper blade rubbers are cracked, hardened, frayed, curled, torn or missing				
c)	Windscreen washers are inoperative or incorrectly aimed (where applicable)				
d)	Windscreen demister is inoperative or does not blow air onto the windscreen (where applicable)				
e)	The windscreen washer and wipers are not able to be operated from a normal driving position.				

Section 11: ENGINE, DRIVELINE AND EXHAUST

11.1 Check exhaust system *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any component of the exhaust system is not securely mounted				
b)	The exhaust system does not incorporate an effective silencing device that all exhaust gases pass through				
c)	The exhaust system contacts any unrelated part of the vehicle				
d)	The exhaust outlet on a motor vehicle, other than a bus, does not extend: • beyond the rear most seating position, and • at least 40mm past the outermost joint of the floor pan that is not continuously welded or permanently sealed, and where the body of the vehicle is permanently enclosed and not fitted with a vertical exhaust system, to the edge of the vehicle.				
e)	The exhaust outlet on a bus: • is not as near as practicable to the rear of the vehicle extends past the edge of the vehicle at its widest point				
f)	Exhaust pipe outlet is not rearward of all rear passenger doors or sleeper compartment that may allow the ready entrance of exhaust gases				
g)	There is any leak in the exhaust system (excluding manufacturers' drain holes in the mufflers)				
h)	A catalytic converter and/or particle filter is missing, bypassed or has a missing heat shield				
i)	Any exhaust component that fouls any part of the steering, suspension, brake or fuel system				
j)	Any part of the exhaust system liable to be contacted by a person touching or leaning on vehicle that is not protected by a suitable guarding				
k)	For a bus, flammable material is located 100mm of the exhaust without shielding				
11.2 Check noise emissions *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any noise reducing or absorbing equipment is missing				
b)	For a vehicle certified to comply with ADR 83, the vehicle exceeds the certified noise level for the vehicle by more than 5dB(A)				
c)	For a vehicle not certified to comply with ADR 83, the noise level from the vehicle exceeds the applicable figure				
11.3 Check engine and driveline *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Engine and driveline mounts or driveline components are loose, cracked, broken or are missing components or fasteners				
b)	A bus fitted with a transmission that incorporates a longitudinal drive shaft is not fitted with a device that prevents the front of the drive shaft from contacting the road in the event of becoming detached from its normal position (tail shaft guard)				
c)	Any universal joint or securing bolts are loose or missing				
d)	Constant velocity joints, universal joints, support bearings, splines, and other driveline components are not secure, excessive wear, back lash (as per manufacturer's specifications) or seizure which could cause component failure could cause component failure				
e)	Engine and transmission controls are inoperative				
f)	A vehicle fitted with an automatic transmission is capable of being started when the transmission control is in a position to drive the vehicle				

g)	A vehicle fitted with a compression ignition engine (diesel) that is not fitted with a device that prevents the engine from inadvertently being started				
h)	Seals on covers between the engine and the passenger compartment are missing, distorted or damaged in a way that allows fumes to enter the passenger compartment				
i)	Engine emits excessive smoke for at least 10 seconds continually at or near the discharge end of the exhaust pipe				
j)	Vehicles manufactured with emission control devices do not have all emission control equipment properly located, connected or are damaged, deteriorated or altered in any way to reduce effectiveness				
k)	Crankcase gases escape into the atmosphere (applies to petrol engines fitted with positive crankcase ventilation only)				
l)	The engine lets out sparks, flames, oil or fuel residue				
m)	Air cleaners are not fitted				
n)	Fuel injection equipment, engine speed governor or any other part of an engine is adjusted so that it increases smoke				
o)	The following types of vehicles, which must comply with ADR 65, the maximum road speed limiting is greater than 100km/h or there is evidence of tampering or modification of road speed limiting device: • a bus with a GVM over 14.5 tonnes that was built after 1987 must comply with third edition ADR 65 • a prime mover with a GVM over 15 tonnes that was built after 1987 must comply with third edition ADR 65.				
p)	If a vehicle manufactured after 1 July 1988 is not fitted with an operational speedometer, which indicates vehicle speed only in kilometres per hour				
q)	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 1 kilometre				
11.4	**Check oil leaks** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Oil leaks from the engine, gearbox, differential, brake system, power steering or any joint or seal: • on to brake friction surfaces, or • on to the exhaust system, or • on to the road surface.				
11.5	**Check fuel tanks and system (non LPG/NG)** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any leakage from the fuel system				
b)	Fuel lines are in contact with moving parts or a heat source, are kinked, cracked or not secure				
c)	Fuel tanks are not securely mounted, straps, supports, mounting brackets or fasteners are missing, cracked, broken or loose				
d)	Fuel filler cap is missing or not suitable for the type of tank				
e)	Fuel filler cap seal is damaged or missing.				
11.6	**Visually inspect fire extinguisher** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Fire extinguisher is not filled, charged or under current inspection				
b)	Handles, nozzles or hoses of fire extinguisher are missing or damaged				
c)	The extinguisher is not securely mounted in the vehicle				
d)	The extinguisher is not securely mounted in a readily accessible location in the vehicle in accordance with Australian Standard AS 2444 Portable fire extinguishers – Selection and location.				

Section 12: LPG AND NG VEHICLES

12.1	**Visually inspect for the presence of an approved LPG or NG system identification** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Vehicle does not have an approved LPG or NG compliance plate. Acceptable plates are either: • A plate fitted by a state or territory authorised/licensed gas fitter/installer, or • A plate fitted by the vehicle manufacturer, where the LPG or NG system was installed by the original vehicle manufacturer.				
b)	For installations after 1999, a vehicle does not have acceptable, durable and reflective number plate labels fitted to the front and rear of the vehicle indicating it is LPG or NG fuelled				
12.2	**Visually inspect the LPG or NG system** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	The container has: • advanced corrosion or fire damage • cuts or dents which penetrate the surface of the container • any dent on the container which is deeper than 10% of the width of the dent, or which is located on a weld and exceeds 6.5mm in depth • any sharp impression or crease on the container which is longer than 75mm or is deeper than 25% of the wall thickness				
b)	The statutory life of the container has expired: • LPG every 10 years • NG steel containers every 5 years • Fibreglass reinforced plastic (FRP) containers every 3 years.				
c)	Any metal parts contact the container (excluding clamping bands)				
d)	The container: • is not securely restrained • is only restrained by a single strap • is restrained by straps that are damaged or have deteriorated is not attached to the vehicle structure at least at 4 points				
e)	Wiring is not insulated or is secured at intervals of more than 600mm				
f)	Where the vehicle body or chassis members do not provide protection for fuel lines under the vehicle, the piping is not shielded or encased in a protective sleeve				
g)	If fitted the sleeving of any fuel line routed under the vehicle is damaged such that the fuel line is exposed				
h)	Any supporting clips (required to be spaced at intervals of 600mm) are missing or do not provide effective support to the fuel line				
i)	Any provision has been made to allow use of the gas fuel for purposes other than as automotive fuel				
j)	Any fuel lines, joints, connections or gas carrying components leak				
k)	Any other component of the fuel system is cracked, broken, distorted, missing or corroded to the point where it is weakened or failure is likely to occur				
l)	The container or gas carrying components are located within 150mm of a heat source and there is no heat shield.				

Section 13: BUSES

13.1 Check safety equipment and interior fittings *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any emergency exits do not have clear access, or identification signs and operating instructions, where required, are not clearly visible				
b)	Equipment necessary to operate an exit, such as brake glass hammers, are not present				
c)	The exit is broken, distorted or damaged in a way that stops it working properly				
d)	• Any controls for passenger access doors do not work properly				
e)	Any warning device to indicate the operation or condition of the exit is not in working order				
f)	Any interior body panel or fitting in a bus is not securely mounted or has exposed sharp edges due to damage, including corrosion or separated joints, that could injure a person who comes into contact with them				
g)	Any floor covering is: • torn, worn or loose to an extent that it could trip passengers, or not finished with a skid resistant surface.				
h)	Any handgrip, handrail or hand-strap is loose or damaged				
i)	Any passenger stop signal is inoperative				
j)	Any step is damaged to an extent that it could trip or injure a person				
k)	Seatbelts are not fitted (where applicable)				
l)	Where fitted, any seatbelt is not functional				
m)	Fire extinguisher is not filled, charged or under current inspection, if required				
n)	Handle, nozzle or hose of a fire extinguisher is missing or damaged				
o)	The extinguisher is not securely mounted in a readily accessible location in the vehicle in accordance with Australian Standard AS 2444 Portable fire extinguishers – Selection and location.				
p)	The extinguisher does not have the Standards Australia approval marking, having a fire test rating (as defined in the standard) of at least 20B and fitted with a hose.				
13.2 Check school bus warning system *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	A rectangular sign bearing either the words 'SCHOOL BUS' in black capital letters at least 100mm high or an image of two children in the same proportions as the children in Australian Standard AS 1743 Road signs – Specifications, image W6-3, with the image of the taller child at least 230mm high, is not displayed at the front and rear of the bus				
b)	Either sign is not at least 550mm long and 400mm high if the warning lights are on the sign or 400mm long and 250mm high if the warning lights are not on the sign				
c)	There are not two lights at each end of the bus				
d)	If the lights are on the warning sign and obscure the words or image on the signs				
e)	The signs do not have a black border and graphics or have a yellow surface complying with Class 1 or 2 of Australian/New Zealand Standard AS/NZS 1906 Retroreflective materials and devices for road traffic control purposes				
f)	The lights are not at least 300mm apart				
g)	The lights are more than 100mm from the edge of the warning sign				
h)	The lights are not on each side of, and the same distance from, the centre of the warning sign				
i)	The lights are not at the same height and mounted as high as practicable				
j)	The lights are mounted with the lowest point on the lens of each light at least midway between the highest and lowest points on the bus body				
k)	Each light does not have an effective lit lens area of at least 60cm2				

l)	If the centres of the warning lights are less than 1.8 metres above ground level no part of the warning lights or warning sign is to be on the left side of the bus				
m)	If the warning lights, when switched on, do not emit a flashing yellow-coloured light and flash between 90 and 180 times per minute				
n)	If the warning lights, when switched on, do not flash alternately at the same end of the bus				
o)	If the warning lights, unless turned off, do not operate automatically when a door on the bus opens and for at least 10 seconds, and not more than 20 seconds, after all the doors on the bus have closed				
p)	The bus does not have an audible or visible signal that tells the driver of the bus in the normal driving position when the warning lights are flashing				
q)	The bus is not fitted with a switch that allows the driver of the bus to turn the warning lights off from the normal driving position				
r)	Each light does not have a luminous intensity (in candela) of at least the values mentioned when measured at the angles mentioned.				
13.3	**Check ordinary entrances and exits** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	No ordinary entrance door fitted on the left hand side				
b)	Must not have an entrance or exit on the right side of the bus other than: • a mandatory emergency exit, or • the driver's door.				
c)	The entrance door is: • less than 1800mm high, or • less than 550mm wide.				
d)	A stairway on a double-deck bus: • is less than 400mm wide, or • has no guard rail or panel.				
13.4	**Check emergency exits** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	If the bus is not fitted with at least the number of emergency exits shown in Table 13.3.				
b)	An emergency exit on at least three of the following surfaces: • roof • front face • rear face • left hand side • right hand side • floor (top deck of a double-deck bus only).				
c)	If an emergency exit is not fitted: • for a single-deck bus—at the extreme rear of the bus or in the rear half of the roof of the passenger compartment • for a double-deck bus—at the front or rear face of each deck.				
d)	If an emergency exit does not meet the minimum dimensions				
e)	If there is no suitable means of opening any exit at all times				
f)	An emergency exit is not capable of being operated from both the inside and outside of the vehicle				
g)	Emergency hammers are not fitted for breakable glass exits				
h)	There is no 'EMERGENCY EXIT' sign displayed on the exit both inside and outside the bus				
13.5	**Check doors** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	If a bus is fitted with:				

	• An interior door that separates the space normally used by passengers from the access doors or emergency exits, or				
b)	If a bus is fitted with: • An inward opening door other than a 'jack-knife' or 'glide-away' door which is so constructed that no part of it extends beyond the back of the lowest step of the entrance or exit where it is located				
c)	If a bus is fitted with: • A forward opening (suicide) door.				
13.6	**Check steps** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	If any step within the vehicle is not securely fitted				
b)	If the height of the tread of the lowest step from the ground is over 410mm or under 250mm				
c)	The height of any step, in relation to an adjacent step is more than: • for an off-road (all-wheel drive) bus—450mm except a rear step that may be no more than 500mm • for a small bus having a single row of seats with an occupant capacity of 15 persons or less, including the driver—450mm • for any other bus—300mm				
d)	The transverse depth of the tread of each step in a small bus is less than 180mm				
e)	The transverse depth of the tread of each step in a large bus is less than 225mm				
f)	The width of the tread of the lowest step is less than the width of the entrance				
g)	The width of each step, other than the lowest step, is less than 450mm				
h)	If each step is not fitted with skid-resistant tread				
i)	If step treads and risers are not directly illuminated, except in the case of an external access step to a single row of seats for a small bus having a seating capacity of not more than 15 adults, including the driver				
13.7	**Check interior height** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	For a bus with a longitudinal aisle the measurement from the floor to the centreline of its roof is less than: • for a small bus with an aisle length not over 2 metres—1.2 metres • any other small bus—1.35 metres • for each deck of a double-deck bus—1.65 metres • for a large bus that is not involved in frequent stops for the purpose of picking up or setting down passengers—1.65 metres • for a large bus that is involved in frequent stops for the purpose of picking up or setting down passengers—1.8 metres.				
b)	For a bus without a longitudinal aisle the measurement from the floor to the centreline of its roof is less than: • for a large bus—1.5 metres • for another bus—1.2 metres.				

		(1) A	(2) B	(3) C	(4) D
13.8	**Check aisle width** *Please indicate category of each defect:*				
a)	If the width of an aisle is less than: • for a small bus—300mm • for a large bus used only to carry seated passengers—300mm • for another large bus—380mm.				
13.9	**Check passenger seating** *Please indicate defects found, and the highest level of each defect*	(1) A	(2) B	(3) C	(4) D
a)	Any passenger seating position does not have a dimension of at least 400mm when measured along the front of the seat cushion				
b)	The distance from the foremost point of each seat squab to the foremost point of its corresponding seat cushion is less than 350mm				
c)	There is any obstruction horizontally forward of the seat squab for a distance, when measured on the centreline of the seating position and between the top of the seat cushion and any point up to 610mm above the floor, within: • in the case of opposite facing seating –1200mm, or • in the case of other seating positions –660mm.				
d)	There is any obstruction in front of each seating position for a space 200mm horizontally forward of the seat cushion, and 300mm in width but not extending beyond the nominal seat width, and between the floor and the level of the seat cushion				
e)	The average height of each unloaded seat cushion relative to the floor exceeds 500mm or is less than: • for a large bus—400mm • other buses—380mm if the floor level is interrupted by a wheel housing and/or engine housing or similar structure—300mm.				
f)	Any seat interrupts the minimum access and clearance dimensions				
g)	Any seat is not securely attached to the vehicle				
h)	The minimum concave radius of any seat squab is less than 450mm for a route service omnibus or 300mm for any other omnibus, when measured in any horizontal plane between the top of the seat cushion and 610mm above the floor and within 150mm on either side of the centreline of the seating position				
i)	Where luggage racks are fitted above any seating position, the distance between the lowest part of the rack and the top of the seat cushion is less than 950mm on the centreline of the seat.				
13.10	**Check driver seating** *Please indicate category of each defect:*	(1) A	(2) B	(3) C	(4) D
a)	If the driver's seat on a bus is not: • securely attached to the bus, and • designed and fitted in such a way that the driver can have control of the bus.				
13.11	**Safety and guard rails** *Please indicate category of each defect:*	(1) A	(2) B	(3) C	(4) D
a)	• A bus is not fitted with a suitable rail or partition in front of any seat located on the left side of the bus immediately behind a step so as to prevent persons from falling into a step well				
b)	A bus with a centre or rear door, suitable rails and/or partitions are not in place to stop passengers coming into contact with the rear face of the opening door				
c)	The driving position on a large bus is not separated from the passenger compartment with either a suitable guard rail or other structure so as to inhibit passengers from: • coming into contact with the driver or the controls, or				

	• obstructing the drivers view.				
13.12 Engine and fuel system *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Where the transmission incorporates any longitudinal drive shafts, couplings, or intermediate shafts, there is no guard that prevents the front end of any such shaft or coupling contacting the road in the event of detachment of the front end from its normal position				
b)	Fuel tank or components are located: • in the passenger, engine or driver compartment • less than 1.2 metres from the front of the bus, or • outside the overall width of the bodywork.				
c)	The fuel tank filler inlet: • allows accumulation of overflow or leakage • projects beyond the overall width of the body • is less than 900mm from an access opening or emergency exit, except in the case of a small bus having an occupant capacity of up to 15 persons, including the driver • is located beneath an access opening or emergency exit, except in the case of a small bus having an occupant capacity of up to 15 persons, including the driver • is located in the interior of the bus unless protected by a sealed cover that does not allow leakage, or • is located in the engine compartment.				
d)	The engine compartment: • contains insulating materials that could be or are contaminated with oil or fuel • does not have drainage holes for fluids • does not have heat-resisting material on surfaces adjoining the rest of the bus.				
e)	The fuel system including lines and fittings: • are located such that leaks would contact the exhaust and no shield is provided, or • provides for gravity feed to the engine.				

Section 14: TRAILERS

14.1 Check brake components *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Abrasions or cuts on brake hoses penetrate further than the outer protective covering				
b)	Brake pipes, hoses and connections are not securely mounted, are cracked, broken, kinked, crimped, damaged by heat or have visible signs of leakage, swelling or bulging				
c)	Brake control mountings, pivots, cables or links are missing, frayed, kinked, loose, broken, excessively worn or binding				
d)	Brake drums or discs are not fitted, or have missing pieces, or cracks other than short heat cracks inside the drums *(any cracks need to be considered with manufacturer specifications)*				
e)	Drums or discs are worn beyond the manufacturer's specification				
f)	Any calliper, wheel cylinder or master cylinder leaks				
g)	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				
h)	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: • the rivet or bolt head on riveted or bolted linings, or • within 3mm of the friction material mounting surface on bonded pads or linings.				
i)	Brake chambers (including chamber clamps) or camshaft support brackets are loose, bent, cracked or missing				
j)	Brake linings or pads are missing, broken or loose on their shoes or plates. Brake components such as 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				
k)	The brake controls of the towing unit do not cause the corresponding trailer brake to work when they are operated				
l)	There are any air/vacuum or hydraulic leaks				
m)	Where the trailer is fitted with air/vacuum brakes it does not have at least one reservoir				
n)	Any reservoir or tank for vacuum or air storage is not protected by a check valve				
o)	Reservoirs are not secured or their mountings are deteriorated				
p)	Air reservoir drain valves on reservoirs do not work properly or cannot be readily operated by the driver/operator				
q)	With any brake fully applied, any stroke indicator displays evidence of excessive stroke (known as over-stroking).				
r)	Brake chamber push rods or pull rods move more than 80% of their maximum stroke or travel over centre with the brakes fully applied				
s)	Brake adjusters are not properly adjusted, are bent, damaged or excessively worn				
t)	The truck/trailer interconnecting flexible hose and coupling is not properly mated or secured				
u)	Any wiring for electric brakes is frayed, bared or not secure				
v)	Any handle of a parking/hand brake fitted to a trailer that is not fitted with a locking device capable of holding in any position				
w)	Brake components are mismatched on the same axle i.e. booster size and volume.				
14.2 Check trailer brakes and breakaway protection		(1)	(2)	(3)	(4)

	Please indicate category of each defect:	A	B	C	D
a)	For trailers with a gross trailer mass (GTM) in excess of two tonnes, the trailer brakes do not operate immediately when the trailer is disconnected from the towing vehicle and do not remain fully applied for at least 15 minutes				
b)	A trailer's service brakes apply automatically when any trailer service hose coupling or connection is disconnected or the operating pressure falls below the recommended operating level				
c)	A truck trailer interconnecting flexible hose and coupling is not properly mated or secured				
d)	For trailers with a GTM in excess of two tonnes, the trailer brakes are not capable of being applied and released from the normal driving position.				
14.3	**Check drawbar** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Drawbar is extensively corroded, cracked, bent or insecurely mounted				
b)	Where any part of the drawbar is removable the bolts, studs, nuts etc. fastening those parts do not have a locking device such as a U-clip, split pin, spring washer or nylon lock nut				
c)	There is more than 6mm of free movement between the sub-frame and hinged drawbar at the attachment point (compression of any flexible bush is to be excluded)				
d)	Drawbar eye is elongated by wear, cracked or worn more than 5% of the original diameter				
e)	Drawbar eye bush is worn through, insecure or is attached by welding (unless manufacturer specifies welding)				
f)	Drawbar eye/block has been welded contrary to manufacturer's specification or recognised welding guidelines				
g)	Where ADR 62 applies, the drawbar eye does not display the manufacturer's name/trademark and the rating				
h)	Any mounting bolts, fasteners or weld beads have advanced corrosion				
i)	Any sliding drawbar latching mechanism is inoperative				
j)	One or more stops on a sliding drawbar are missing or are inoperative				
k)	A sliding drawbar has more than 6mm of movement between the slider and the housing				
l)	Air or hydraulic cylinders, hoses or chambers on sliders leak (other than normal weeping of hydraulic seals).				
14.4	**Check towing attachments** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any towing attachment, mounting bolts, fasteners or weld beads are loose, cracked, broken or extensively corroded				
b)	Any ball coupling locking device is broken or inoperative.				
14.5	**Check skid plates** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	• Any mounting bolts, fasteners or weld beads have advanced corrosion				
b)	• Skid plate is cracked or has missing or loose bolts				
c)	Skid plate flatness is outside the limits of Australian/New Zealand Standard AS/NZS 4968.3 Heavy road vehicles – Mechanical coupling between articulated vehicle combinations: • is bowed downwards (convex) by more than fifth wheel designated effective diameter (mm) divided by 150 • is bowed upwards (concave) by more than • fifth wheel designated effective diameter (mm) divided by 300				

	• bowing exceeds limits				
d)	• Skid plate is worn more than 20% or 2mm whichever is the lesser.				
14.6	**Check kingpin** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Where ADR 62 applies the kingpin does not display the manufacturer's name/trademark, nominal size (e.g. 50mm) and the rating				
b)	The vertical or horizontal movement between the upper and lower fifth wheel halves of coupled vehicles exceeds 13mm				
c)	The kingpin is worn or loose				
d)	Any mounting bolts, fasteners or weld beads have advanced corrosion				
e)	An adaptor is used to fit a kingpin to a fifth wheel coupling				
f)	Kingpin has missing or loose bolts				
g)	Any welding performed to the kingpin not carried out in accordance with the requirements of Australian Standard AS 2175				
h)	The maximum wear limits for kingpins is exceeded.				
14.7	**Check safety chains, cables and brake connections** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Safety chains, cables or brake connections are stretched, nicked, frayed, worn, cracked or extensively corroded				
b)	Any safety chain that has insecure attachment points, clamps or fasteners, and is liable to accidentally disconnect or is not readily detachable from the towing vehicle				
c)	Safety chains attachment on a trailer exceeding 3500kg ATM involves welding or deformation of the chain				
d)	Safety chain retaining brackets are cracked, deformed or not secure				
e)	Safety chain retaining brackets do not meet the requirements of ADR 62 (where applicable)				
14.8	**Check suspension components** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	U-bolts or other spring to axle or spring pack clamp bolts, centre bolts, spring eyes or hangers, torque, radius or tracking component assemblies, control arms, bushes or any parts used to attach them to the vehicle frame or axle are cracked, loose, broken, missing or worn beyond manufacturer's limits				
b)	Nuts do not fully engage U-bolts				
c)	Any suspension component is not correctly aligned or is damaged, loose or broken				
d)	Any nut, bolt or locking mechanism is insecure or missing				
e)	Springs are cracked, missing or broken				
f)	Air bags leak or sag				
g)	Leaves in a leaf spring pack are displaced sideways more than 10% of their width or so that they contact wheels, brakes or the frame				
h)	Any walking beam type heavy vehicle suspension has signs of damage to beam				
i)	Shock absorbers, if originally fitted, are missing, loose, inoperative or leak				
j)	Shock absorber mountings or bushes are not secure or damaged.				
14.9	**Check sliding axles** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Sliding axles do not lock securely in position or have lock pins missing or not engaging				
b)	Secondary securing devices and locking indicators do not work properly				
c)	Lock pins are excessively worn, cracked or damaged.				
14.10	**Check wheels/rims** *Please indicate category of each defect:*	(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any wheel or rim:				

	• is loose • is cracked • is buckled • has pieces of casting missing • has elongated stud holes • has weld repairs not in accordance with relevant industry practice.				
b)	Any wheel contacts unrelated vehicle components at any point through its full range of travel				
c)	Spiders have cracks across a spoke, hub or web area				
d)	Wheels are not compatible with hubs				
e)	Required valve protection lugs are missing				
f)	Wheels fail to rotate freely				
g)	Hubs seals leaking				
h)	Excessive end-play in hubs.				
14.11 Check wheel fasteners *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	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 or the fitting of the wheel nut does not match the taper of the wheel stud hole				
b)	Any hub has missing, cracked, stripped or broken wheel mounting nuts, studs or bolts				
c)	Fasteners are not the correct type for the wheel being used or allow a rim to slip on its spider				
d)	Spacer plates are used between hub and wheels, except where fitted by the vehicle manufacturer				
e)	Any item that is fitted to the tyre/rim/wheel (other than tyre pressure monitoring or inflation) which is not technically essential to the vehicle, protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person				
f)	Any item that is fitted to the tyre/rim/wheel which is technically essential to the vehicle, is not designed, constructed and affixed to the vehicle in a way that does not minimise the risk of bodily injury to any person.				
14.12 Check retaining rings *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Lock or side rings are incorrectly seated, sprung, mismatched, bent, broken or cracked.				
14.13 Check tyres *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	A tyre does not have at least 1.5mm tread depth in a continuous band which runs around the whole circumference of the tyre and extends across at least 75% of the width of the tyre				
b)	The overall diameter of dual tyres on the same side of an axle is not matched within 25mm				
c)	A tyre (including sidewalls) has deep cuts, chunking, bumps, bulges, exposed cords or other signs of carcass failure				
d)	A tyre has been re-grooved (except where indicated on the side wall that the tyre is suitable for re-grooving)				
e)	When in the straight ahead position, the tyres of a vehicle project beyond the extreme width of the mudguards				
f)	Any tyre is not of a type constructed for unrestricted road use				
g)	Any retreaded or remoulded tyre is not marked with the words “RETREAD” or “REMOULD” and where speed limited the words “MAX. SPEED XX KM/H” or “SPEED				

	LIMITED TO XX KM/H" ("XX" means the maximum speed i.e. 125kph)				
h)	The speed rating of all tyres is not of at least 100 km/h or the vehicle's top speed, whichever is the lesser, unless a lower rating has been specified by the manufacturer				
i)	A tyre fitted to a heavy vehicle is not suitable for road use if: • the tyre load ratings are less than the minimum ratings specified originally by the vehicle manufacturer • tyres are not compatible with the rim to which they are fitted • the tyres on an axle are not of the same carcass construction (e.g. cross ply, radial ply or bias belted) • dual tyres contact each other • the tyres or wheels on a vehicle contact the body, chassis, frame or braking or suspension components.				
14.14 Check exterior body panels and fittings *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Exterior body work including mudguards on a vehicle have exposed sharp edges (including corrosion or accident damage) that could injure a person who comes into contact with the vehicle				
b)	Mudguards are not properly fitted to provide protection over the full width of the wheels and tyre(s) and any mudguard does not extend inboard over the full width of the tyre/s (except where part of the body of the vehicle acts as a mudguard)				
c)	The bottom edge of the mudguard and/or mudflap at the rear of any vehicle is higher off the ground than 37% of the horizontal distance between the centre of the axle and the mudguard				
d)	Any motor vehicle which is 2.2 metres or more in width and fitted with a body which is less than 300mm in height at the rear, measured from the lowest point of the body above the ground to the highest point, does not have the rear face of any rear mudguards silver or white in colour				
e)	Any after-market fittings attached to the exterior of the trailer that could cause injury to a person coming into contact with that part of the trailer.				
14.15 Check rear marker plates *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Retroreflective rear marker plates are not fitted to a trailer with a GTM greater than 10 tonnes				
b)	Rear marker plates are not fitted in locations specified by the required standards				
c)	Rear marker plates are faded, damaged or incorrectly fitted.				

14.17 Check electrical equipment *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any electrical wiring or connector is: • corroded • damaged • not insulated or securely fastened so that it could be damaged.				
b)	Electrical wiring is located where it can: • come into contact with combustible substances • become exposed to excessive heat • come into contact with moving parts.				
14.18 Check chassis *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Any part of the chassis or sub-frame is weakened or failure of a component is likely to occur from being: • cracked • distorted • sagging • broken • loose • affected by extensive or advanced rust.				
b)	Any fastenings between frame members, including welds, are loose, distorted or cracked				
c)	Any chassis or sub-frame repairs on the vehicle that have not been carried out in accordance with recognised industry repair methods and standards				
d)	Frame members in load areas are missing or damaged to an extent that the load area is not properly supported or the members are likely to fall out or contact moving parts				
e)	Trailer chassis has been altered without certification of compliance with Section H of VSB6.				

14.19 Check lights and reflectors *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	Compulsory reflectors are damaged, obscured, deteriorated, not installed in the correct location or are not fitted				
b)	Any of the following lights are inoperative, obscured, deteriorated, insecure or not fitted where required or are an incorrect colour: • tail lights (red) • brake lights (red) • reversing lights (where fitted, mandatory on motor vehicles after 0/06/1975) (white) • 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)				
c)	Any rear light other than a reversing light is damaged to the extent that white light shows to the rear of the vehicle				
d)	Any yellow clearance light, side marker light or turn signal indicator is damaged so that it shows white light				
e)	The number plate light is not directing light onto the surface of the rear number plate				
f)	Any light has a tinted cover over it that affects its intended operation				
g)	Any light not clearly visible under normal conditions and of a consistent intensity, or affected by dirty lenses or poor electrical contact				
h)	Lenses and light reflectors are not securely mounted, are faded or discoloured and are not free from cracks, holes, or other damage which would allow the entry of moisture or dirt to impair the efficiency of the light or reflector				
i)	Lighting does not comply with the Heavy Vehicle (Vehicle Standards) National Regulation				
j)	For an LED type light, more than 30% of the individual LEDs do not function.				

Section 15: MOTORHOMES, CARAVANS AND CAMPERVANS

15.1 Visually inspect the living quarters *Please indicate category of each defect:*		(1) **A**	(2) **B**	(3) **C**	(4) **D**
a)	There are no permanently affixed sleeping berths				
b)	There are no permanently affixed cooking facilities				
c)	There is no table affixed				
d)	There are no storage facilities				
e)	A motorhome or caravan manufactured after 1 July 1988 does not have at least one outward opening or sliding door on the left hand side or rear of the vehicle				
f)	There is no fire extinguisher fitted with a minimum rating of 5B and compliant with Australian Standard AS 2444 Portable Fire Extinguishers				
g)	The fire extinguisher is not securely mounted in the living quarters or is higher than 1.2 metres from the floor				
h)	A motorhome does not have at least one designated seating position for each sleeping berth				
i)	A designated seating position that swivels in a motorhome is not capable of being securely locked into position for travelling				
j)	Where gas appliances are fitted, there is no installation compliance certification for the vehicle supplied by a licensed gas installer				
k)	Where mains wiring is fitted, an electrical safety certificate showing compliance with Australian/New Zealand Standard AS/NZS 3001 Electrical installations – Transportable structures and vehicles including their site supplies				
l)	Where a toilet or urinal is present a catchment tank (black water tank) is not fitted or the tank is not vented directly to the atmosphere				
m)	Water tanks used for fresh, grey and black water are not securely mounted to the vehicle				
n)	A sink or shower drains: • into a toilet pan or urinal or into any tank which a toilet pan or urinal empties, or • into a tank that does not vent directly to the atmosphere.				
o)	At least half the number of windows must be capable of being opened or the vehicle must be provided with an alternative method of ventilation.				