

Vehicle system non-conformities

National Roadworthiness Baseline Survey Overview

The heavy vehicle health check

The NHVR coordinated a National Roadworthiness Baseline Survey (NRBS) of 7,130 heavy vehicles across Australia during August to November 2016. Throughout the survey period 364 transport inspectors inspected rigid trucks, semi-trailers, B-doubles, road trains, buses and special purpose vehicles (SPV) at 168 inspection sites, including roadside check points and in state inspection facilities and transport operator depots.

Vehicle systems reported aligned with the NHVIM

The National Heavy Vehicle Inspection Manual (NHVIM) was implemented in participating jurisdictions in July 2016. The NHVIM provides authorised officers with consistent criteria to report vehicle standards non-conformities and was used as the standard to consistently report the outcome of all NRBS inspections. The vehicle systems categories reported on in the NRBS are detailed in Figure 1. There was no result for the LPG and NG systems and thus this category does not appear in Figure 1.

Vehicle system non-conformities

A non-conformity describes an item that does not meet heavy vehicle safety standards. Non-conformities can be classified as minor, major or major (grounded). A vehicle system non-conformity does not mean that the vehicle system is not operating or by not conforming that the vehicle poses a significant or critical safety risk. A vehicle could comply with the heavy vehicle safety standards through a very minor adjustment or repair.

Major non-conformities create a significant concern over the safety of a vehicle, and subject to conditions and restrictions of use, do not prevent the vehicle from being used on the road. Examples of major non-conformities include when a vehicle falls short of the brake performance required when tested on a roller brake tester.

For freight hauling units, the most common major system non-conformity identified was brakes (7%), followed by steering and suspension (4%) and engine, driveline and exhaust (3%)(see Figure 1).

For trailers, brake major non-conformities were the most common (11%), followed by steering and suspension (3%) and couplings (3%). The majority of these non-conformities the vehicle could continue to be used for on the road, subject to conditions and restrictions of use (see Figure 1).

For bus/coach and SPV vehicles, there were very few major system non-conformities identified. The most common major non-conformity for these vehicles were brakes (1%).

For more information

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Figure 1: Vehicle system major non-conformities

