

Appendix Q – Stabilisers/outriggers mounted on heavy vehicles

Purpose

Appendix Q provides a list of the possible issues, with stabilisers and outriggers mounted on heavy vehicles that may be classed as a valid ‘Reason for rejection’ under the *National Heavy Vehicle Inspection Manual (NHVIM)*.

Examples of heavy vehicles using stabilisers or outriggers include:

- mobile cranes
- truck mounted elevating work platforms
- vehicle loading cranes
- mobile concrete placement booms
- mobile amusement rides.

Note: Appendix Q ONLY applies in Queensland.

Valid reasons for rejection for stabilisers and outriggers

Reason for rejection 6.4(b) in section 6 *Structure and Body Condition* in the NHVIM, provides the following description as a valid Reason for rejection:

‘Any cabin, body, sleeper compartment, load carrying area or compartment is loose on the chassis or has missing fasteners’

The following is a list of the possible issues with stabilisers and outriggers mounted on heavy vehicles that may be classed as a valid ‘Reason for rejection’ under 6.4(b).

Note: Checking for these issues will ensure stabilisers and outriggers are able to be retracted and securely locked to prevent travel while the vehicle is in motion.

All stabilisers and outriggers

The operated stabiliser or outrigger:

- The foot-plate/s are excessively damaged, excessively worn, and insecure, in a way that would cause it to separate from the stabiliser leg (fall off) during travel.

Manually operated stabilisers and outriggers

The manually operated stabiliser or outrigger:

- has a primary locking device that is damaged, excessively worn, insecure or inoperative
- does not have a secondary locking device
- has a secondary locking device that is damaged, excessively worn, insecure or inoperative
- is damaged in such a way to prevent:
 - it being fully retracted to the position for travel or
 - all locking devices engaging.

Valid reasons for rejection for stabiliser and outrigger warning devices

Reason for rejection 6.6(a) in section 6 *Structure and Body Condition* in the NHVIM, provides the following description as a valid Reason for rejection:

‘At least one warning device (horn) that is capable of providing sufficient audible warning to other road users is not:

- *fitted;*
- *operational;*
- *a tone with a constant amplitude or frequency; and*
- *fitted with an actuating mechanism within reach of the driver in the normal seated position*

Note: The audible warning device to indicate an outrigger is not secured, if fitted, is for the internal drivers warning within the cabin and need not be heard by other road users. While the above reason for rejection includes a reference to the audible warning being heard by other road users, this is not required for the outrigger warning device.

Additionally, reason for rejection 8.1(b) in section 8 *Lights and Reflectors* in the NHVIM, provides the following description as a valid Reason for rejection:

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

- compulsory tell-tale lights’

The following is a list of the possible issues with stabiliser and outrigger warning devices on heavy vehicles that may be classed as a valid ‘Reason for rejection’ under 6.5(a) or 8.1(b) respectively.

Audible warning devices

The following issue may be classed as valid ‘Reasons for rejection’ under section 6.6 (a) of the NHVIM:

- An audible warning device, if fitted, is damaged or not operational.

Visual warning device

The following issue may be classed as valid ‘Reasons for rejection’ under section 8.1 (b) of the NHVIM:

- A visual warning device, if fitted, is damaged or not operational.

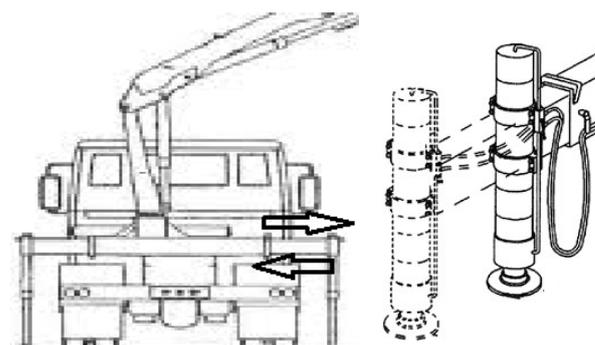


Figure 1: Examples of stabilisers/outriggers