

# CODE OF PRACTICE

# PROGRAMMED VEHICLE SAFETY AUDIT GUIDELINE

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<b>Department</b>	Transport and Main Roads
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## INTRODUCTION

This guide has been developed by the Department of Transport and Main Roads (the department) as a tool for Transport Inspectors and Safety Examiners (Vehicles) to apply consistent principles and practices when performing a Programmed Vehicle Safety Audit in line with National Transport Commission standards for the safe and efficient operation of road transport in Australia. The use of the same criteria throughout Queensland will lead to a more consistent approach in the detection of unsafe vehicles on our roads.

Programmed Vehicle Safety Audits apply to vehicles that are audited by the department for the purpose of issuing a Certificate of Inspection. These vehicles include:

- Heavy Vehicles with a Gross Vehicle Mass (GVM) greater than 16 tonnes;
- Heavy Trailers with an Aggregate Trailer Mass (ATM) greater than 10 tonnes;
- Public Passenger Transport Vehicles;
- Driver Training Vehicles;
- Licensed Tow Trucks; and
- Dangerous Goods carrying vehicles.

Generally, to be considered “roadworthy”, a vehicle in Queensland must comply with the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulations 1999* and any relevant Australian Design Rules (ADRs). This regulation and these standards contain mandatory requirements for the safe design, construction and maintenance, control of emission and noise of motor vehicles.

Some audit processes and standards only apply to certain vehicles. Similarly, a vehicle may have been exempted from a particular Vehicle Standard or ADR. Relevant ADRs may also have been repealed since the publication of this guide. However, depending on the age of the vehicle being audited, the ADR or aspects of the ADR may still apply.

When performing a Programmed Vehicle Safety Audit, a common sense approach is to be used by Transport Inspectors and Safety Examiners in conjunction with this guide.

This guide is a “live” document and will be updated when necessary. It should be used as an aid only and not used as a defence or a point of law.

## MINIMUM STANDARD FOR A PROGRAMMED VEHICLE SAFETY AUDIT

Prior to conducting a Programmed Vehicle Safety Audit, the Transport Inspector or Safety Examiner (Vehicles) should ensure the following:

- Their Workplace Health and Safety obligations;
- That the vehicle is unladen; and
- That the vehicle is free of contamination. That is, oil, grease, dirt or other substances that may pose a risk or reduce the standard of the audit.

When conducting a safety audit, a Transport Inspector or Safety Examiner (Vehicles) should carry out as a minimum the following mandatory checks:

- Registration plate, engine number and or the VIN/Chassis Number on the vehicle against the details on Services Booking System (SBS) assessment sheet;
- Record the odometer reading;
- Brakes;
- Steering;
- Suspension;
- Tow couplings; and
- Specific items as directed under an instruction in the Compliance Manual. That is, particular items or vehicles of interest.

When using this guide, the following principles are relevant:

- Equipment on a vehicle that is required by the Vehicle Standards or ADRs to be part of the vehicle must be present and work correctly;
- Equipment which is essential for compulsory equipment to function for safe operation of the vehicle and for the control of its emissions must be kept in good condition;
- Equipment that is not required by the Vehicle Standards and has no direct effect on the vehicle's safe operation or control of emissions does not have to function, as long as it does not interfere with the compulsory equipment that is required; and
- Manufacturer's recommendations relevant to the safety of vehicle parts or control of emission must be considered.

This guide should be used in conjunction with any other relevant legislation, including the following:

- *Transport Operations (Road Use Management) Act 1995*
- *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 1999*
- *Code of Practice – Vehicle Inspection Guidelines*
- *Transport Operations (Road Use Management - Mass, Dimension and Loading) Regulation 2005*
- *Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2005*
- *Transport Operations (Road Use Management - Vehicle Registration) Regulation 2005*
- *Transport Operations (Road Use Management - Dangerous Goods) Regulations 2008*
- *Transport Operations (Passenger Transport) Act 1994*
- *Transport Operations (Passenger Transport) Regulation 2005*
- *Transport Operations (Passenger Transport) Standard 2000*
- *Tow Truck Act 1973*
- *Tow Truck Regulation 1999*

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## SECTION 1 – VEHICLES & TRAILERS

### *Brakes*

**Objective:** *To ensure that the brakes operate effectively and efficiently.*

The following Australian Design Rules are relevant to this section:

ADR 7	Hydraulic Brake Hoses (Repealed 2003)
ADR 35	Commercial Vehicle Brake Systems
ADR 38	Trailer Brake Systems
ADR 42	General Safety Requirements
ADR 63	Trailers Designed for Use in Road Trains
ADR 64	Heavy Goods Vehicles Designed for Use in Road Trains and B-doubles

### 1.1 Brake components

CHECK	REASONS FOR NON-COMPLIANCE
<b>Brake pedal</b>	<ul style="list-style-type: none"> <li>Does not have anti-slip finish across complete surface.</li> <li>Pedal or handle is damaged, missing, insecure or misaligned.</li> <li>Is not as per original manufacturer's design.</li> </ul>
<b>Pedal height</b>	<ul style="list-style-type: none"> <li>Maximum brake pedal height in vehicles utilising hydraulic brake system is not achieved with one application of the brake pedal and is not at least 50% of maximum travel.</li> </ul>
<b>Brake controls</b>	<ul style="list-style-type: none"> <li>Brake control mountings, pivots, cables or links are loose, missing, frayed, kinked, broken, excessively worn or binding.</li> <li>Ratchet or locking device on park brake control does not hold in the applied position.</li> <li>Park brake can be released with only one action.</li> <li>A handle or pedal of a parking/hand brake fitted to a vehicle does not have a reserve or travel of at least one fifth of the maximum range of travel.</li> <li>Brake controls do not cause the corresponding brake to work when they are operated (with the engine running, where necessary).</li> </ul>
<b>Brake hoses/pipes or connections</b>	<ul style="list-style-type: none"> <li>Any abrasions or cuts on brake hoses penetrate further than the outer protective covering.</li> <li>Brake pipes, hoses and connections are cracked, broken, kinked, crimped, damaged by heat or have visible signs of leakage, swelling or bulging.</li> </ul>
<b>Brake drums or discs</b>	<ul style="list-style-type: none"> <li>Are not fitted, have missing pieces or cracks other</li> </ul>

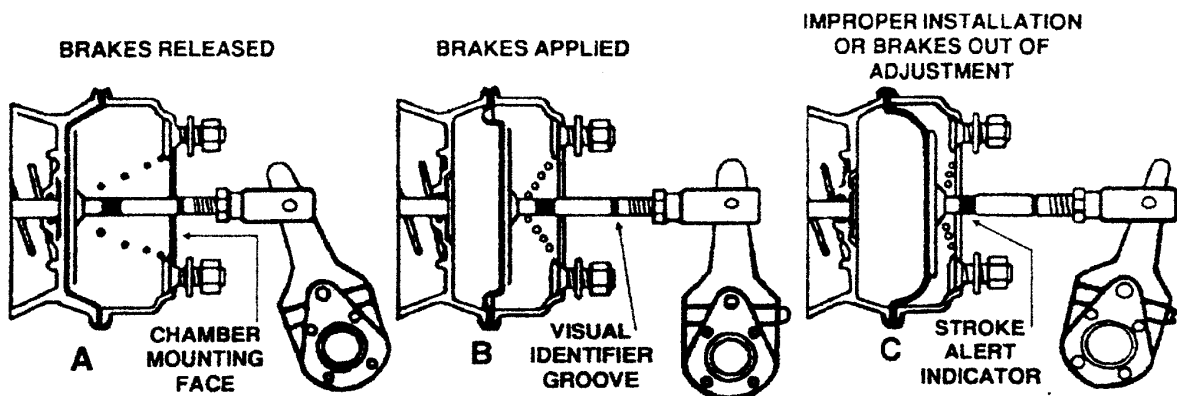
<i>(Refer AIS Information Sheet 16).</i>	<p>than short and shallow heat cracks inside the drums, or are distorted or worn beyond manufacturer's specifications.</p> <ul style="list-style-type: none"> <li>• Worn beyond 3.0mm if manufacturer's specifications are unavailable.</li> </ul>
<b>Master cylinder, wheel cylinders, disc calipers or servo units</b>	<ul style="list-style-type: none"> <li>• Are insecure, seized, cracked, broken, restricted, excessively worn or show signs of leaking.</li> <li>• Reservoir/s is/are below minimum level.</li> <li>• Brake fluid is contaminated.</li> <li>• Obstruction of caliper or associated brake componentry is evident (<i>e.g. to allow the fitment of non-standard wheels</i>).</li> </ul>
<b>Linings or pads</b>	<ul style="list-style-type: none"> <li>• Are contaminated with oil or grease.</li> <li>• Linings are loose, broken or missing (small heat cracks are acceptable).</li> <li>• Are worn below manufacturer's recommended minimum or wear indicators.</li> </ul> <p>If no specifications are available for riveted linings, the minimum thickness is 0.8mm above the rivet head.</p> <p>If no specifications are available for bonded linings or pads, the minimum thickness is 1.5mm.</p>
<b>Other brake components</b>	<ul style="list-style-type: none"> <li>• Are missing, loose, damaged, misaligned or broken.</li> <li>• Where a trailer is fitted with air/vacuum brakes, it does not have at least one air/vacuum reservoir.</li> <li>• Brake shoes, springs, anchor pins, cam rollers, bushes, pull/push rods, clevis pins, retainers or brake chamber mounting bolts are missing, loose, damaged or broken.</li> <li>• Operating service brake of the vehicle does not cause the trailer brakes to come on (where applicable).</li> <li>• Brake failure indicators do not operate.</li> <li>• All compulsory pressure, vacuum, low level warning devices or gauges do not operate.</li> <li>• There is air, vacuum or hydraulic leaks.</li> <li>• Any reservoir or air storage is not protected by a check valve.</li> <li>• Reservoirs are not secure or mountings are deteriorated.</li> <li>• Air reservoir drain valve does not work properly or cannot be operated by driver/operator.</li> <li>• Truck/trailer interconnecting flexible hoses and coupling are not properly mated or are insecure.</li> <li>• Any wiring for electric brakes is frayed, bared or insecure.</li> </ul>
<b>Brake Power Chambers</b>	<ul style="list-style-type: none"> <li>• Brake chambers (including clamps) or camshaft support brackets are loose, bent, cracked or missing.</li> <li>• Brake chambers are not of the same size.</li> </ul>

## 1.2 Brake adjustment

CHECK	REASONS FOR NON-COMPLIANCE
<b>Operation</b> <i>(With brake fully applied)</i>	<ul style="list-style-type: none"> <li>Brake adjustment indicator runs out of travel or indicates that adjustment is necessary.</li> <li>Brake chamber push/pull rod moves more than 80% of maximum stroke or travel over centre.  <i>(Note: Refer Table 1)</i></li> <li>Park/Emergency brake is unable to be fully applied without running out of available stroke.</li> <li>Brake adjuster/s is/are bent, damaged, excessively worn or unable to be adjusted.</li> </ul>

TABLE 1

Chamber Type (Size)	Stroke Not To Exceed
9	34.9 mm (1-3/8 in)
12	34.9 mm (1-3/8 in)
16	44.4 mm (1-3/4 in)
16 Long Stroke	50.8 mm (2 in)
20	44.4 mm (1-3/4 in)
20 long Stroke	50.8 mm (2 in)
24	44.4 mm (1-3/4 in)
24 Long Stroke	63.5 mm (2-1/2 in)
30	50.8 mm (2 in)
30 Long Stroke	63.5 mm (2-1/2 in)
36	57.2 mm (2-1/4 in)





### 1.3 Air compressor/Vacuum pump

CHECK	REASONS FOR NON-COMPLIANCE
<b>Air compressor/Vacuum pump</b>	<ul style="list-style-type: none"> <li>• Have loose mounting bolts, cracked or broken mounting brackets, braces or adaptors.</li> <li>• Air compressor/vacuum pump is inoperative.</li> <li>• Drive pulleys are misaligned, cracked, broken or loose.</li> <li>• Drive belts are loose, cracked, frayed or missing drive sections.</li> <li>• Filter unit/s for air compressor/s or vacuum pump/s are missing, loose, blocked or damaged.</li> </ul>

### 1.4 Vacuum assisted brake system integrity

CHECK	REASONS FOR NON-COMPLIANCE
<b>Depleting vacuum from brake system</b> <i>(Pump pedal to deplete all reserves of vacuum and apply moderate, steady force to pedal)</i>	<ul style="list-style-type: none"> <li>• Brake pedal does not travel towards floor when the engine is started.</li> </ul>
<b>Charging vacuum tanks</b> <i>(With brake pedal depressed and engine running)</i>	<ul style="list-style-type: none"> <li>• Brake pedal tends to rise.</li> <li>• With vacuum at its maximum indicated level and engine stopped, vacuum gauge reading does not fall progressively with each pedal application.</li> </ul>
<b>Low vacuum indicator</b>	<ul style="list-style-type: none"> <li>• The vacuum warning device (if fitted) does not activate when the low level mark is reached when vacuum is being depleted.</li> <li>• Any low air pressure device is not fitted, gauge is insecure, glass is broken, readings are not clear or gauge is inoperative.</li> <li>• Indicator does not activate at a vacuum level of .025 bar (or more).</li> <li>• One application of pedal results in low vacuum warning indicator coming on.</li> <li>• The vacuum warning device (if fitted) does not deactivate when the low mark is reached and vacuum is being recharged.</li> </ul>
<b>Vacuum tank</b>	<ul style="list-style-type: none"> <li>• Vehicle is not fitted with at least one storage reservoir tank.</li> <li>• Vacuum reservoir tank is not protected by check valve.</li> <li>• The loss of vacuum from its maximum indicated level exceeds 125mm (5 inches) Hg in 10 minutes when the engine is stopped.</li> </ul>

<b>Vacuum pump</b>	<ul style="list-style-type: none"> <li>• Vacuum is not available as soon as the engine starts.</li> <li>• Response time to low vacuum mark (to deactivate warning device) is longer than 30 seconds.</li> <li>• Time taken for vacuum to reach normal working level, when vacuum reserve is fully depleted, is longer than 60 seconds.</li> <li>• With engine stopped, there is insufficient level of vacuum to allow two assisted brake applications.</li> </ul>
<b>Trailer controls</b>	<ul style="list-style-type: none"> <li>• The trailer vacuum brakes cannot be applied from the normal driving position.</li> </ul>

## 1.5 Air brake system integrity (including air over hydraulic systems)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Low air warning devices</b> <i>(Deplete air)</i>	<ul style="list-style-type: none"> <li>• Brake failure indicator, light or buzzer fails to operate.</li> <li>• Any low air pressure device is not fitted, gauge is insecure, glass is broken, readings are not clear or gauge is inoperative.</li> <li>• Visual/audible warning device does not provide a warning to the driver when air pressure is less than 420 kPa (60 psi) for ADR 35 vehicles or 350 kPa (50 psi) for pre-ADR 35 vehicles. <i>(Unless the manufacturer specifies different values).</i></li> </ul>
<b>Compressor cut out pressure</b> <i>(Build air pressure to maximum level and note pressure)</i>	<ul style="list-style-type: none"> <li>• Cut out pressure outside the range of 700/1120 kPa (100/160 psi) <i>(Unless the manufacturer specifies different values).</i></li> </ul>
<b>Compressor cut in pressure</b> <i>(With engine running, apply service brakes until governor cuts in)</i>	<ul style="list-style-type: none"> <li>• The governor cut in pressure is less than 550 kPa (80 psi) <i>(Unless the manufacturer specifies different values).</i></li> </ul>
<b>Air leaks</b> <i>(Apply service brakes)</i>	<ul style="list-style-type: none"> <li>• Air pressure drops more than 20 kPa (3 psi) per minute (an additional 5 kPa is allowed for each trailer that may be attached).</li> </ul>
<b>Air leaks</b> <i>(Release brakes with engine stopped)</i>	<ul style="list-style-type: none"> <li>• Air pressure drops more than 15 kPa per minute (an additional 5 kPa is allowed for each trailer attached).</li> </ul>
<b>Air leaks</b> <i>(Apply service brake four times)</i>	<ul style="list-style-type: none"> <li>• Pressure drops to less than 50% of maximum value.</li> </ul>
<b>Spring Brakes</b> <i>(Deplete air system, observe warning light and spring brake operation, apply and release spring brake)</i>	<ul style="list-style-type: none"> <li>• Spring brakes activate before low pressure warning device.</li> <li>• Park brake is inoperative or is unable to be released at least once.</li> </ul>
<b>Compressor build up rate</b>	<ul style="list-style-type: none"> <li>• At manufacturers recommended engine speed, time taken to charge air system from empty to 80% capacity exceeds 5 minutes.</li> </ul>
<b>Drain valves</b> <i>(Open drain valves one at a time)</i>	<ul style="list-style-type: none"> <li>• Air drain valves are inoperative.</li> <li>• Excessive oil drains from air tank (possible faulty</li> </ul>

	<p>compressor).</p> <ul style="list-style-type: none"> <li>• Where ADR 35 applies, the pressure in both sub-circuits falls when one of the sub-circuits is drained.</li> <li>• 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.</li> <li>• Where fitted, spring brakes apply when one sub-circuit is drained.</li> </ul>
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## 1.6 Hydraulic brake system integrity

CHECK	REASONS FOR NON-COMPLIANCE
<b>Operation</b> <i>(Apply constant force to brake pedal for 10 seconds)</i>	<ul style="list-style-type: none"> <li>• Pedal continues to travel to floor when firmly applied.</li> <li>• Brake system failure indicator comes on.</li> <li>• Pedal feels soft and spongy when applied.</li> <li>• Less than 50% of pedal travel remains when brake pedal is firmly applied.</li> <li>• Soft pumping makes the brake pedal travel to floor.</li> </ul>

## 1.7 Service brake test (Decelerometer)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Service Brake</b> <i>(Set decelerometer in vehicle cabin. Drive vehicle to speed of 30 km/h. Shift transmission to neutral and, with hands firmly on steering wheel, bring vehicle to a rapid progressive halt, without locking the wheels, in one smooth operation of the service brake)</i>	<ul style="list-style-type: none"> <li>• Brake application causes vehicle to swerve from a straight line path.</li> <li>• Service brake performance requirements are less than requirement specified in Section 1.9.</li> <li>• Individual wheels lock up.</li> </ul>
<b>Hand/Emergency Brake</b> <i>(Set decelerometer in vehicle cabin. Drive vehicle to speed of 15 Km/h. Shift transmission to neutral and, with hands firmly on steering wheel, bring vehicle to a rapid progressive halt, without locking the wheels, in one smooth operation of the emergency brake)</i>	<ul style="list-style-type: none"> <li>• The emergency brake performance is less than the requirement specified in Section 1.9.</li> <li>• Individual wheels lock up.</li> </ul>
<b>Transmission brake</b> <i>(Apply park brake and attempt to drive vehicle forward under light throttle)</i>	<ul style="list-style-type: none"> <li>• Park brake is unable to hold vehicle stationary or on a 12 % gradient.</li> </ul>

**NOTE:**

- *Decelerometer readings that meet the requirements of the minimum performance standard may still indicate a braking problem if the readings are significantly below the average for the make and model of vehicle.*
- *When brake testing is being carried out on a vehicle, it should be on a dry, smooth and level road free from loose material.*

**1.8 Brake testing with brake rollers**

CHECK	REASONS FOR NON-COMPLIANCE
<b>Service Brakes</b> (Centrally place vehicle on rollers and neutralize transmission. Apply service brake slowly.)	<ul style="list-style-type: none"> <li>• Minimum brake efficiency is less than requirements specified in Section 1.9.</li> <li>• Brakes drag.</li> <li>• There is an imbalance of more than 30% between wheels on the same axle.</li> </ul>
<b>Hand/Emergency Brake</b> (Centrally place vehicle on rollers and neutralize transmission. Apply hand/emergency brake slowly.)	<ul style="list-style-type: none"> <li>• Minimum brake efficiency is less than requirements specified in Section 1.9; or</li> <li>• Brakes do not lock up.</li> </ul>

**NOTE:**

- *Prior to operating any brake testing equipment, the manufacturer's operating instructions should be read and users should be competent with its operation.*

**1.9 Service and Emergency Brake Performance Standards**

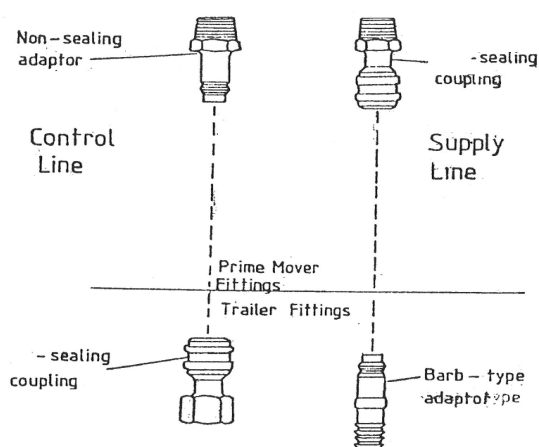
Service Brake	Result
Motor vehicle up to and including 2.5 tonnes GVM	60% minimum peak deceleration.
Motor vehicle more than 2.5 tonnes GVM	45% minimum peak deceleration.
Hand/Emergency Brake	
Motor vehicle up to and including 2.5 tonnes GVM	20% minimum deceleration.
Motor vehicle more than 2.5 tonnes GVM	15% minimum deceleration.

**1.10 Break-away protection**

CHECK	REASONS FOR NON-COMPLIANCE
<b>Operation</b> (Disconnect trailer connection to simulate a breakaway situation)	<ul style="list-style-type: none"> <li>• Loss of air from tow vehicle is more than 15 kPa per minute after stabilisation.</li> </ul>

<b>Breakaway Protection</b>	<ul style="list-style-type: none"> <li>• For trailers with a Gross Trailer Mass (GTM) in excess of 2 tonnes, the trailer service brakes do not operate immediately the trailer supply hose coupling or connection is disconnected from the towing vehicle and do not remain fully applied for at least 15 minutes.</li> <li>• Towing vehicle'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.</li> <li>• Truck/trailer interconnecting flexible hose and coupling is not properly mated or is insecure.</li> <li>• Towing vehicle's brakes are not functional with a trailer connected.</li> <li>• The brakes on a trailer with a GTM in excess of 2 tonnes are not capable of being applied and released from the normal driving position.</li> <li>• Any trailer having brakes which are air/vacuum assisted is not fitted with a reservoir that is protected by a check valve.</li> </ul>
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### Trailer Air Connections



### Tow Couplings

**Objective:** To ensure that all tow couplings and associated components are in a serviceable condition and that they provide the necessary load carrying capacity.

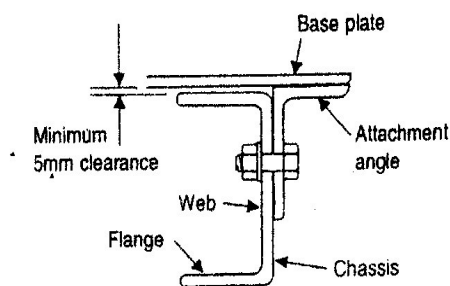
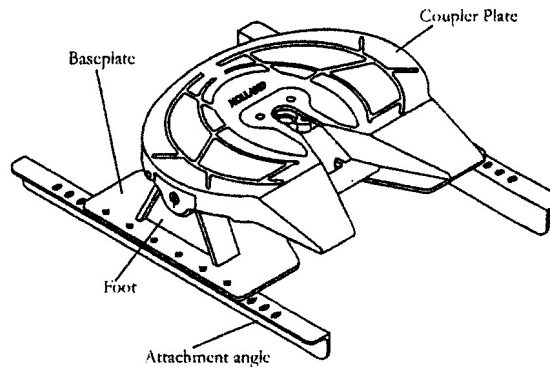
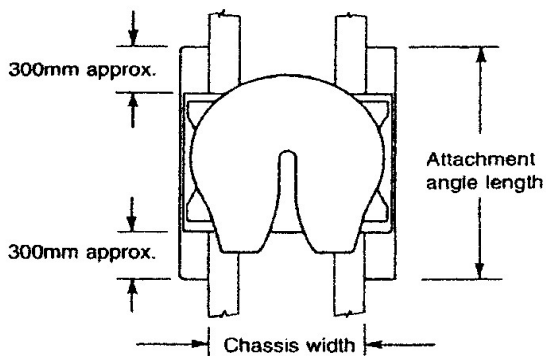
The following Australian Design Rules are relevant to this section:

ADR 62	Mechanical connections between vehicles
ADR 63	Trailers designed for use in Road Trains

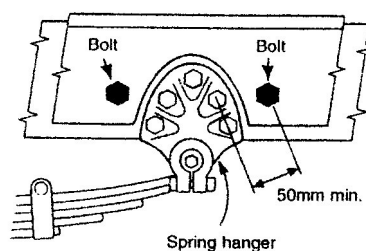
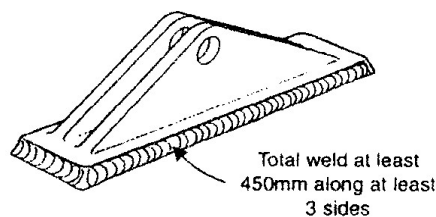
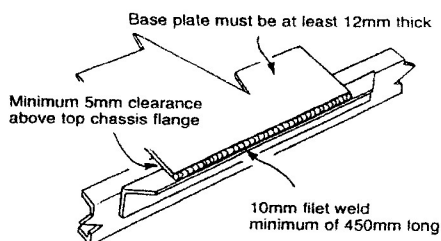
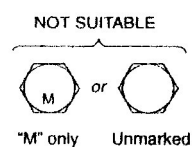
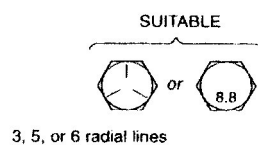
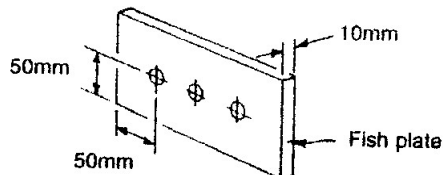
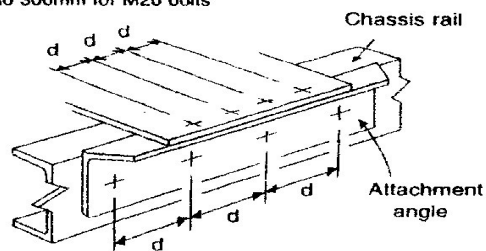
## 1.11 Fifth wheels and turntables

CHECK	REASONS FOR NON-COMPLIANCE
<b>Identification</b>	<ul style="list-style-type: none"> <li>Where ADR 62 applies, the fifth wheel/turntable does not display manufacturer's name, trademark, size and "D" value.</li> </ul>
<b>Security and condition</b>	<ul style="list-style-type: none"> <li>The mating parts of coupling used to connect a semi-trailer to a towing vehicle allow the semi-trailer to roll to an extent that makes the towing vehicle unstable.</li> <li>Is not mounted as per requirements of Australian Standards AS/NZS 4968.2003.</li> <li>Top and bottom mounting flanges have insufficient effective fasteners (e.g. ball race turntable).</li> <li>Fifth wheel mounting plate or pivot bracket bolts are loose, missing, ineffective, broken or are secured by "U" bolts.</li> <li>There is movement between fixed mounting components.</li> <li>There is excessive horizontal movement between a pivot pin and bracket or slider bracket and slide base.</li> <li>There are cracks in side mounting angles, pivot brackets and slider components.</li> <li>Fifth wheel pivot bracket pins or bushes are missing, insecure or excessively worn.</li> <li>Sliding coupling locking device is excessively worn, inoperative or missing.</li> <li>End stops are missing or insecure.</li> <li>King pin locking device is missing, damaged or unable to correctly secure the king pin.</li> <li>Top and bottom plates, flanges and welds are cracked, missing or broken.</li> <li>Ball Race turntables are worn below manufacturer's specifications.</li> </ul>
<b>Skid Plates and King Pins</b>	<ul style="list-style-type: none"> <li>Tow coupling, mounting bolts, fasteners or weld beds are loose, cracked, broken or excessively corroded.</li> <li>Any ball coupling locking device is broken or inoperative.</li> <li>Where ADR 62 applies, the king pin does not display the manufacture's name/trade mark, normal size (for example, 50mm) and the "D" or "M" value.</li> <li>The king pin is excessively worn or loose.</li> <li>An adaptor or sleeve is utilised in the connection of king pin to fifth wheel coupling.</li> <li>Skid plate or kingpin has missing or loose bolts.</li> </ul>

- Skid plate is cracked, warped or excessively worn.
- The king pin protrusion height is incorrect.
- Any lube plate is insecure, warped or reduces the king pin protrusion height requirement.
- “D” value is not suitable for the combination or multi-combination.



d = 100mm to 225mm for M16 bolts  
d = 100mm to 300mm for M20 bolts





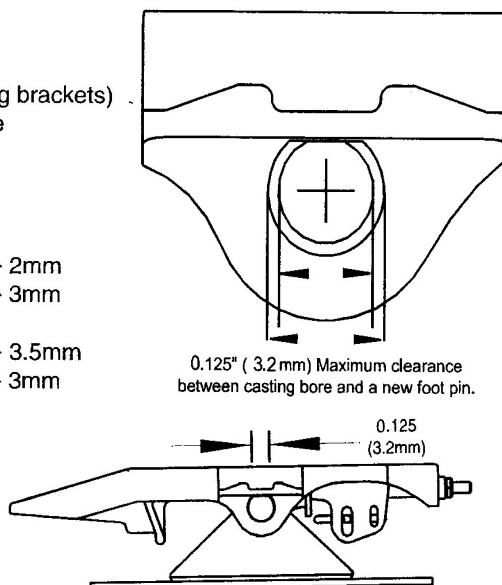
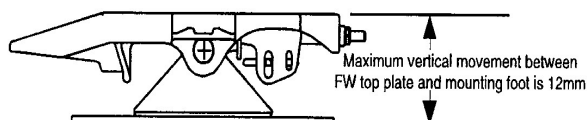
**WEAR LIMITS**

Fifth wheel top plate to fifth wheel rocker feet (mounting brackets)  
Horizontal movement - 3mm forward and rear of centre

Fifth wheel top plate inner foot pocket wear - 3mm  
mounting bracket wear - 3mm

Single row ballrace - Vertical Lift (axial movement) - 2mm  
Horizontal (radial movement) - 3mm

Double row ballrace - Vertical Lift (axial movement) - 3.5mm  
Horizontal (radial movement) - 3mm

**1.12 Pin couplings and pintle hooks**

CHECK	REASONS FOR NON-COMPLIANCE
<b>Identification</b>	<ul style="list-style-type: none"> <li>Where ADR 62 applies, 50mm pin coupling does not display manufacturer's name, trademark, size and "D" value.</li> <li>40mm pin coupling is used on prime mover/trailer combinations.</li> </ul>
<b>Security and condition</b>	<ul style="list-style-type: none"> <li>Pin coupling/pintle hook is insecure, broken, deformed or cracked.</li> <li>Any mounting area bolts or weld beds have advanced corrosion.</li> <li>Any locking device or wear pad is inoperative, worn or not fitted.</li> <li>Pintle hook and eye are worn below manufacturer's specifications or, if unavailable, 5% below original diameter.</li> <li>Any 40/50mm pin coupling does not have sufficient load or towing capacity ("D" value).</li> <li>Pin coupling is worn below figures provided in Table 2.</li> </ul>

**TABLE 2**

<u>Pin Size</u>	<u>Drawbar Eye Bush</u>	<u>Coupling Pin</u>
<b>50mm</b>	<b>51.5mm max.</b>	<b>47.5mm min.</b>
<b>40mm</b>	<b>41.5mm max.</b>	<b>36.5mm min.</b>



### 1.13 Tow bar, draw bars, safety chains and towing equipment

CHECK	REASONS FOR NON-COMPLIANCE
<b>Towbar and Drawbars</b> <i>(Always check the underside of drawbar and drawbar eye for wear and cracks. If there is any damage, defective welding, cracking or a repair is questionable, a Defect Notice to have the areas in question crack tested is to be issued).</i>	<ul style="list-style-type: none"> <li>Towbar or drawbar is extensively corroded, cracked, misaligned, distorted, bent or insecurely mounted.</li> <li>Any removable part of the drawbar is not protected by a locking device (clip, spring washer, split pin or lock nut).</li> <li>There is more than 6mm movement between the sub frame and hinged drawbar at the attachment point.</li> <li>The drawbar eye bush is worn through or beyond manufacturer's specifications, is insecure or is attached by welding (unless specified by manufacturer).</li> <li>Any mounting bolts, fasteners or weld beds have advanced corrosion.</li> </ul>
<b>Identification</b>	<ul style="list-style-type: none"> <li>Where ADR 62 applies, the tow bar does not display the coupling manufacturer's name/trademark, rated capacity, make and model for which it is designed or manufacturers part number.</li> </ul>
<b>Security and condition</b>	<ul style="list-style-type: none"> <li>Where ADR 62 applies, the tow bar does not have two safety chain attachments, mounted one on either side of and adjacent to, the tow bar.</li> <li>Safety chains/cables retaining brackets are cracked, deformed, insecure or do not meet the required standards.</li> <li>Any towing attachment (such as tow bar or pintle hook) any mounting bolts, fasteners, or weld beads are loose, cracked, broken or extensively corroded.</li> <li>Safety chains/cables (if required) are not able to be connected or affixed in such a way that the safety chains/cables are liable to accidental disconnection and are not readily detachable from the towing vehicle.</li> <li>Tow bar attachment and installation is not approved by manufacturer or certified by an Approved Person.</li> <li>Tow coupling capacity does not equal or exceeds the Aggregate Trailer Mass (ATM) of any trailer being towed.</li> </ul>

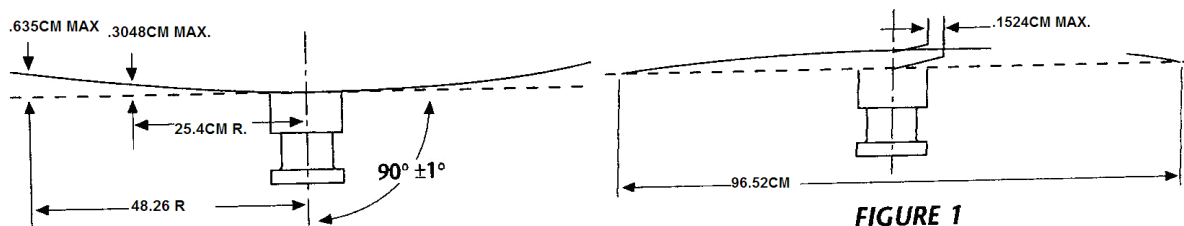


FIGURE 1

CHECK	REASONS FOR NON-COMPLIANCE
<b>Safety Chains</b> <i>(Safety Chains should be inspected in accordance with Australian Standards AS.2321 and AS.4177.4)</i>	<ul style="list-style-type: none"> <li>Safety chains, as required by ADR 62, are stretched, nicked, frayed, worn or cracked, excessively corroded or have insecure attachment points, clamps or fasteners.</li> <li>Any rigid drawbar pig type trailer with an ATM of 2.5 tonnes or more and manufactured on or after 1 July 1988 is not fitted with two safety chains complying with Table 3.</li> </ul>

TABLE 3

Aggregate Trailer Mass (tonnes)	Chain size (mm)	Minimum chain breaking load (tonnes)
2.5 – 4.3	7.1	6.4
4.3 – 7.5	9.5	11.6
7.5 – 13.5	12.7	20.4
13.5 – 21.5	15.9	32.0
21.5 – 30.0	19.0	46.4
In excess of 30.0	22.0	63.2

## Steering and Suspension

**Objective:** To ensure that the steering and suspension is in good working condition and allows the driver effective control of the vehicle.

The following Australian Design Rules are relevant to this section:

ADR 10	Steering Column
ADR 42	General Safety Requirements
ADR 43	Vehicle Configuration Dimensions

### 1.14 Steering Components inside cabin

CHECK	REASONS FOR NON-COMPLIANCE
<b>Steering wheel</b>	<ul style="list-style-type: none"> <li>The steering system is not designed to transmit energy by mechanical means only (power assisted steering systems are acceptable).</li> <li>Steering wheel is not located in the centre or to the right hand side of the vehicle unless specifically authorised, in writing, by the department.</li> <li>Steering wheel is loose on mast shaft.</li> <li>Steering column/mast shaft is insecure or has excess movement at any joint or fastener.</li> </ul>

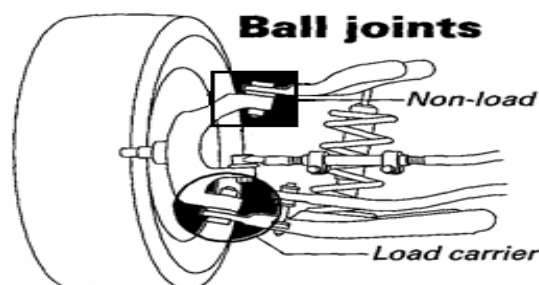
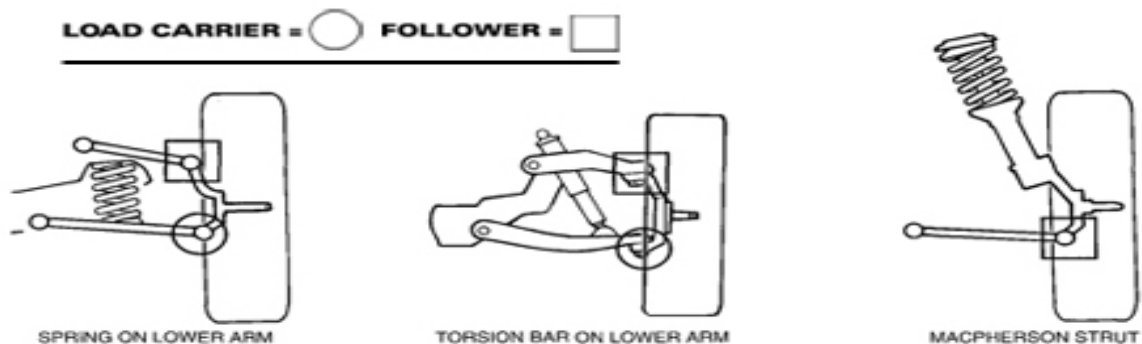
	<ul style="list-style-type: none"> <li>Steering wheel structure is fractured or the hub, rim or the spokes are loose.</li> <li>Replacement steering wheel is less than 330mm in diameter.</li> <li>Replacement steering wheel is more than 26mm smaller than original steering wheel.</li> <li>Accessories fitted to wheel are not approved or loose (spinners, padded hubs and covers etc).</li> </ul>
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### 1.15 Steering free play

CHECK	REASONS FOR NON-COMPLIANCE
<b>Steering free play</b> <i>(With road wheels straight ahead and engine running, if the vehicle has power steering, measure rotational free play)</i>	<ul style="list-style-type: none"> <li>Free play exceeds: <ul style="list-style-type: none"> <li>Steering wheel up to 450mm diameter - 75mm.</li> <li>Steering wheel over 450mm diameter - 100mm.</li> </ul> </li> </ul>

### 1.16 Steering components under bonnet/vehicle

CHECK	REASONS FOR NON-COMPLIANCE
<b>Ball joints</b> <i>(Some ball joints are loaded or designed to have a certain amount of free play)</i>	<ul style="list-style-type: none"> <li>Ball joint wear exceeds manufacturer's specifications. Where manufacturer's specifications are not known or no longer appropriate, wear exceeds 3mm.</li> </ul>



<b>Arms and linkages</b>	<ul style="list-style-type: none"> <li>Any steering component is missing, distorted, cracked or broken.</li> <li>Any threaded or tapered joint is loose.</li> <li>Free play in any component exceeds manufacturer's specifications. Where manufacturer's specifications are not known or no longer appropriate, free play must not exceed 3mm.</li> <li>Any steering component has been repaired or modified by heating or welding without departmental approval.</li> <li>Any nut or locking device is missing or insecure.</li> <li>Pitman arm is loose on steering output shaft.</li> </ul>
<b>Power steering</b>	<ul style="list-style-type: none"> <li>Power steering pump has loose or cracked mounting bolts, brackets and adaptors or is inoperative.</li> <li>Pump pulleys are misaligned, cracked, broken or loose or have missing drive sections.</li> <li>Pump belts are loose, cracked or frayed.</li> <li>Assemblies, power assist assemblies or power assist cylinders leak more than the prescribed standard.</li> </ul>
<b>Steering box</b> (With vehicle raised, rotate wheels through full range of travel from left to right)	<ul style="list-style-type: none"> <li>The steered road wheels do not turn freely to the left and right through their normal range of travel.</li> <li>The steering assembly fails to turn from the "lock to lock" position without jamming, fouling or has roughness in its operation. (<i>Note: Must be inspected through the full range of steering movement, steering stops must prevent wheels or tyres from fouling frame or suspension components on full lock</i>).</li> <li>Any manual or power steering components are insecure or cracked and not free of excessive side end play, roughness and binding.</li> <li>Oil leaks are evident.</li> <li>Steering shaft is not securely connected to steering box or rack or is incorrectly aligned or adjusted.</li> </ul>
<b>Idler arm</b>	<ul style="list-style-type: none"> <li>Play at end of idler arm exceeds 8mm.</li> </ul>
<b>King pins</b> (Measure free play at steered road wheel in horizontal plane)	<ul style="list-style-type: none"> <li>Free play exceeds manufacturer's specifications. Where manufacturer's specifications are not known or no longer appropriate, free play exceeds amount shown in Table 4.</li> </ul>
<b>Wheel bearings</b> (Rotate wheels on stub and observe any wheel bearing that is leaking, loose on stub or will not rotate freely)	<ul style="list-style-type: none"> <li>Are incorrectly adjusted, rough, or noisy.</li> <li>Movement between disc brake rotors or brake drum exceeds manufacturer's specifications.</li> </ul>
<b>Other componentry</b>	<ul style="list-style-type: none"> <li>Any noticeable movement due to wear in any components exceeds manufacturer's specification. Where manufacturer's specifications are not known or no longer appropriate, movement exceeds 3mm.</li> </ul>

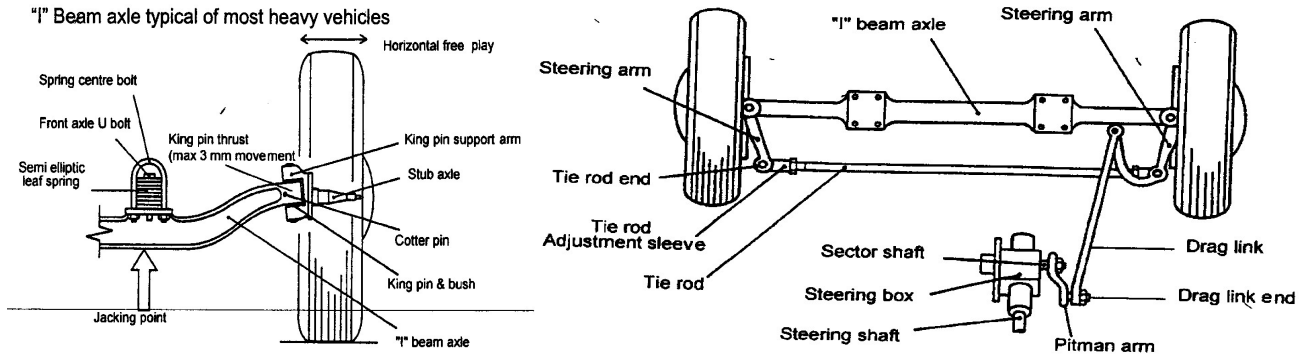


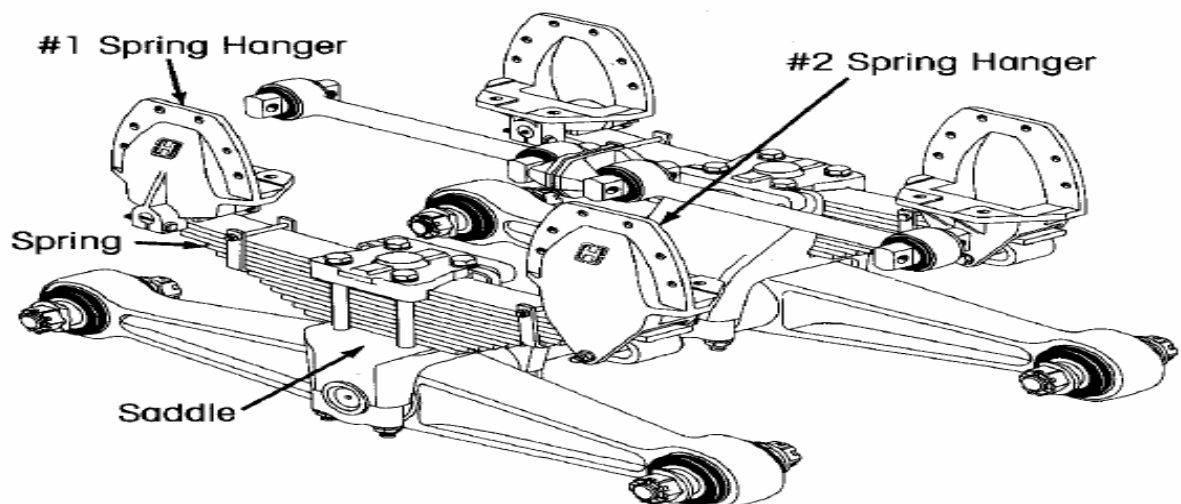
TABLE 4

<u>Rim diameter (mm)</u>	<u>Free play (mm)</u>
Up to 405	7mm
405 to 455	10mm
Over 455	13mm

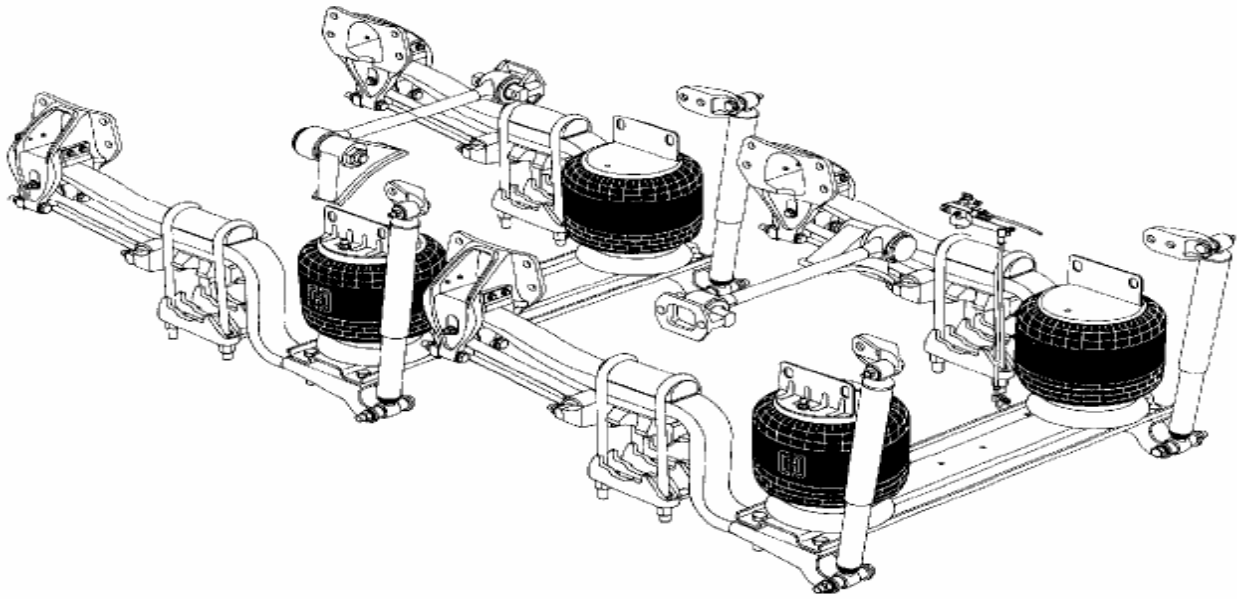
### 1.17 Suspension components

CHECK	REASONS FOR NON-COMPLIANCE
Walking beams	<ul style="list-style-type: none"> <li>Beams are damaged.</li> <li>Bushes are worn beyond acceptable limits.</li> </ul>
Air bags	<ul style="list-style-type: none"> <li>Are sagging, leaking, damaged or insecure.</li> <li>Are not correctly aligned.</li> </ul>

Walking beam suspension - rigid beam



### Typical air bag suspension



<b>Security and condition</b> <i>("U" bolts or other spring to axle spring pack clamp bolts, centre bolts, spring eyes and hangers, torque and radius rods, control arms and bushes, tracking component assemblies)</i>	<ul style="list-style-type: none"> <li>• Suspension components are cracked, loose, broken, missing or worn beyond manufacturer's specifications.</li> <li>• Any suspension component is not correctly aligned or is damaged, loose or broken.</li> <li>• Any nut, bolt or locking mechanism is insecure or missing.</li> </ul>
<b>Shock absorbers</b>	<ul style="list-style-type: none"> <li>• Are leaking, inoperative, loose or missing.  <i>(Note: Oil misting is a normal occurrence with some shock absorbers and should not be categorised as a leak).</i> </li> </ul>
<b>Springs</b>	<ul style="list-style-type: none"> <li>• Are cracked, broken, missing or displaced more than 10% sideways so that they contact wheels, tyres, brakes or frame.</li> </ul>

## Wheels and Tyres

**Objective:** *To ensure that road wheels and tyres are of suitable type and construction and they provide the necessary load capacity, speed rating and control of the vehicle.*

The following Australian Design Rules are relevant to this section:

ADR 20	Safety Rims (Repealed 2003)
ADR 24	Tyre and Rim Selection (Repealed 2003)
ADR 42	General Safety Requirements

## 1.18 Wheels and Rims

CHECK	REASONS FOR NON-COMPLIANCE
<b>Wheels, rims and hubs</b>	<ul style="list-style-type: none"> <li>• Wheels or rims are not of an approved type of construction or are not compatible with hubs.</li> <li>• Wheels or rims fitted to an axle/group are not of the same size, unless specified by the manufacturer.</li> <li>• Any wheel contacts unrelated components at any point through its full range of travel.</li> <li>• Are loose or show signs of movement.</li> <li>• Are cracked, buckled, have pieces of casting missing, show signs of welding (as a repair) or otherwise damaged.</li> <li>• Stud holes are elongated.</li> <li>• Valve protection lugs are missing.</li> </ul>

## 1.19 Wheel rim fasteners

CHECK	REASONS FOR NON-COMPLIANCE
<b>Wheel rim fasteners</b>	<ul style="list-style-type: none"> <li>• Studs or nuts are not securely fitted, are damaged and are not engaged for at least the same thread length as provided originally by the vehicle manufacturer.</li> <li>• Wheel nut does not match the taper of the stud hole.</li> <li>• Any hub has cracked, stripped or broken wheel mounting nuts, studs or bolts.</li> <li>• Fasteners are not of correct type for wheel used or allow a rim to slip on its spider.</li> <li>• Spacer plates are used between hub and wheel, unless approved by the manufacturer.</li> <li>• Tyre retaining rings are not in good condition or are incorrectly fitted.</li> </ul>

## 1.20 Tyres

CHECK	REASONS FOR NON-COMPLIANCE
<b>Tyres</b>	<ul style="list-style-type: none"> <li>• A tyre on a heavy vehicle does not have at least 1.5mm tread depth which runs continuously around the whole circumference or does not extend across at least 75% of the width of the tyre that normally comes into contact with the road.</li> </ul>



	<ul style="list-style-type: none"> <li>• Tyres fitted to rims on the same axle group are not of the same case construction or size.</li> <li>• Load ratings are less than the minimum rating originally specified by the manufacturer.</li> <li>• Speed rating of all tyres is not at least 100 km/h or the vehicles top speed, whichever is the lesser, unless a lower rating has been specified by the manufacturer.</li> <li>• Tyres are of a type not suitable for unrestricted road use or have cleats or gripping devices that could damage the road surface.</li> <li>• Retread tyres are not compatible with rims.</li> <li>• Retreaded tyres do not have a load rating which is adequate for the vehicle's laden mass.</li> <li>• Regrooved or recut tyres are not clearly marked "suitable for regrooving".</li> <li>• Any tyre marked "suitable for regrooving" is regrooved or recut beyond maximum permissible depth or regrooved in such a way that the ply or cord is exposed or damaged.</li> <li>• Tyre tread, shoulder or side wall rubber are damaged or dual tyres contact each other.</li> <li>• Tyres have cuts, bulges, tread separation, exposed or damaged cords or other evidence of case failure.</li> <li>• The overall diameter of dual tyres on the same side of an axle is not matched within 25mm.</li> <li>• Dual tyres contact each other.</li> </ul>
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## 1.21 Wheel and tyre width

CHECK	REASONS FOR NON-COMPLIANCE
Wheel and tyre width	<ul style="list-style-type: none"> <li>• In the straight ahead position, the wheels, tyres and fittings (wheel nuts, grease caps etc.) project beyond extreme width of the mudguards or exceed the maximum width of the vehicle.</li> <li>• Wheels or tyres contact any part of the vehicle under any combination of steering or suspension movement.</li> <li>• Where approved wheels or tyres are fitted and protrude beyond vehicle extremities, additional flared mudguards are not fitted.</li> <li>• Wheels/tyres exceed 2.5 metre regulated vehicle width.</li> </ul>



## Body and Chassis Condition

**Objective:** To ensure that the vehicle body is free of protrusions, strictly sound and free from any defects or additional fittings that would be likely to increase the risk of bodily injury to any occupant and other road users.

The following Australian Design Rules are relevant to this section:

ADR 2	Side Door Latches and Hinges
ADR 10	Steering Column
ADR 15	Demisting of Windscreens (Repealed 2003)
ADR 16	Windscreen Wipers and Washers (Repealed 2003)
ADR 18	Instrumentation
ADR 21	Instrument Panel
ADR 42	General Safety Requirements
ADR 43	Vehicle Configuration and Dimensions
ADR 44	Specific Purpose Vehicle Requirements
ADR 58	Requirements for Omnibuses Designed for Hire and Reward
ADR 59	Omnibus Rollover Strength
ADR 63	Trailers Designed for Use in Road Trains
ADR 64	Heavy Goods Vehicles Designed for Use in Road Trains and B-doubles

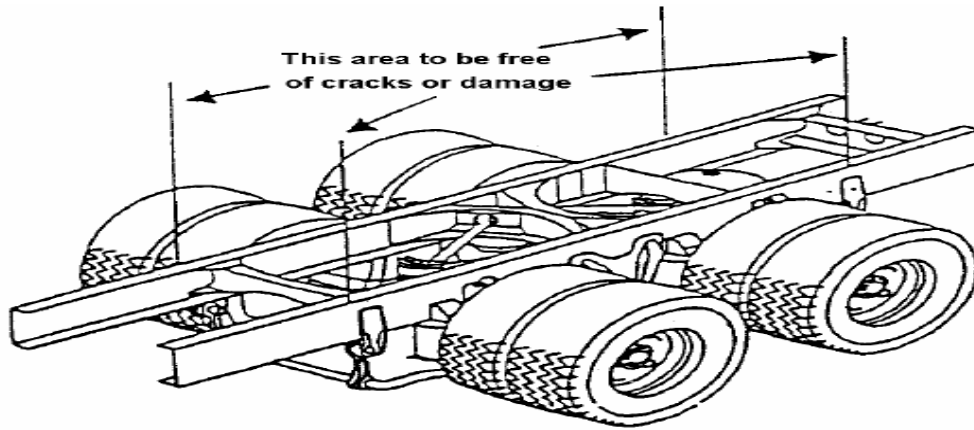
### 1.22 Doors/Bonnets/Hatches/Hinges/Catches

CHECK	REASONS FOR NON-COMPLIANCE
<b>Doors/Bonnets/Hatches/Hinges/Catches</b>	<ul style="list-style-type: none"> <li>Doors, bonnet, tilt cab, boot lid, hatch and removable covers (including primary and secondary safety catches, as applicable) are not securely fitted, mounted and operating correctly.</li> <li>Where fitted, seals are damaged to an extent that allows entry of exhaust fumes into the cabin.</li> <li>Doors/bonnet/hatches/hinges/catches are cracked, broken or corroded to the point where the component is weakened or failure of the component is likely to occur.</li> <li>Door fastenings, hinges, inside and outside door control handles are not fitted, insecure or not operating correctly.</li> <li>Internal door trims and, where applicable, inner door panels and hood linings are not fitted or are insecure.</li> </ul>

## 1.23 Exterior and internal body panels and fittings

CHECK	REASONS FOR NON-COMPLIANCE
<b>Body panels and fittings</b>	<ul style="list-style-type: none"> <li>• The cabin, body or chassis frame (including sub-frames, welds, fastenings, floor panels, door sills, seat or seat belt anchorages, chassis frame or supporting members etc.) are cracked, broken, distorted, missing or corroded to the point where a component is weakened or failure of a component is likely to occur.</li> <li>• Any structural member of a body or cabin affects the attachment of any vehicle controls (pedals, steering columns etc.) or allows the entry of engine fumes into an occupant space.</li> <li>• The cabin, body and any attachment/fitting are not securely mounted to the frame or chassis.</li> <li>• Any fasteners between frame members (including welds) are missing, loose, distorted or cracked.</li> <li>• Frame members in load areas are missing or damaged to the extent that the load is not properly or securely supported.</li> <li>• Any modification to the chassis has not been approved by the manufacturer or an Approved Person.</li> <li>• Any repairs carried out do not retain the original strength of the component/section.</li> <li>• Any load carrying area or compartment is damaged, deteriorated, corroded or distorted so that any part of the load is not retained.</li> <li>• Exterior body panels including mudguards, bull bars, roof racks, protrusions, fittings and after market accessories could injure a person with whom the vehicle may come into contact.</li> <li>• Any motor vehicle which is more than 2.2 metres 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 painted silver or white.</li> <li>• The rear coaming of any vehicle/combination mentioned above is not painted silver or white in colour for a depth of 75mm or more.</li> </ul> <p><i>(Note: The above does not apply when a vehicle is correctly fitted with Rear Marker Plates).</i></p>

## Example of critical structural components

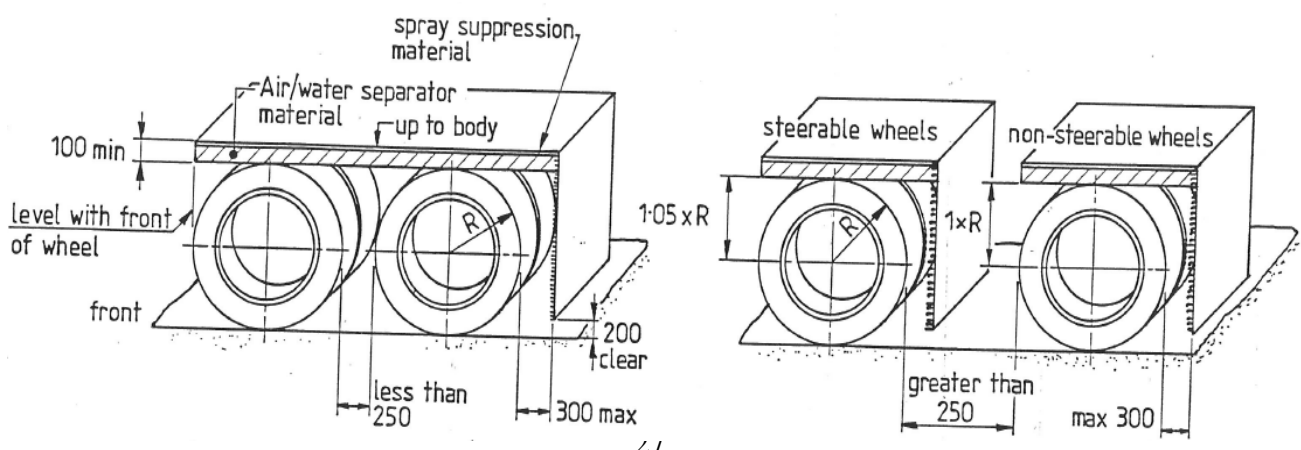


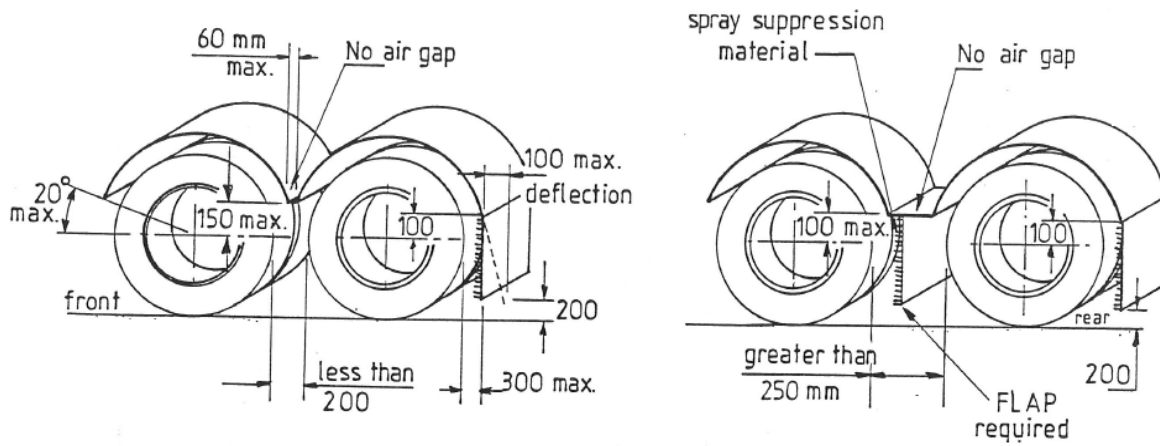
## 1.24 Mudguards/Mudflaps

CHECK	REASONS FOR NON-COMPLIANCE
<b>Mudguards/Mudflaps</b> <i>(Refer AIS Information Sheet 3).</i>	<ul style="list-style-type: none"> <li>Mudguards are not fitted or do not cover the full width of all wheels and tyres, except where body of vehicle acts as a mudguard.</li> <li>Mudguard or mudflaps are not capable of deflecting downwards any water, mud, or other substances thrown up by the rotation of the wheels.</li> <li>When vehicle is unladen, the height of the lowest edge of the mudguard or mudflap, when measured from the ground, does not exceed: <ul style="list-style-type: none"> <li>➤ Vehicles built for off road- 300mm.</li> <li>➤ All other vehicles - 230mm.</li> </ul> </li> </ul>

## 1.25 Spray suppression

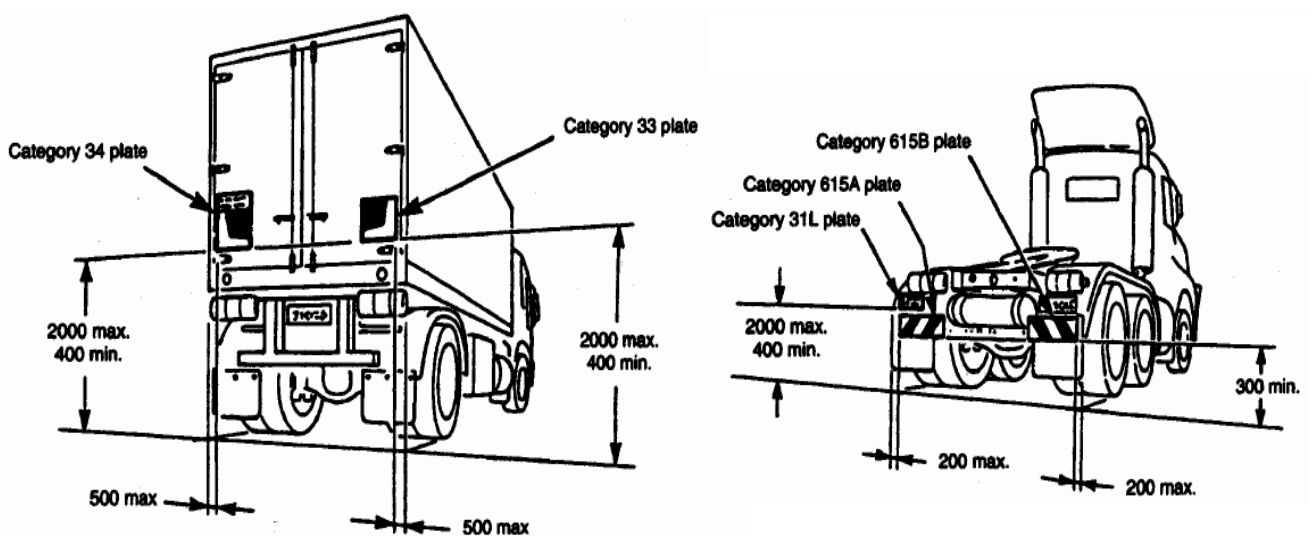
CHECK	REASONS FOR NON-COMPLIANCE
<b>Spray suppression (as applicable to certain vehicles)</b>	<ul style="list-style-type: none"> <li>Spray suppression not as per prescribed standards.</li> <li>Is damaged or otherwise ineffective.</li> </ul>





## 1.26 Rear Marker Plates

CHECK	REASONS FOR NON-COMPLIANCE
<b>Rear Marker Plates</b> <i>(Refer AIS Information Sheet 9).</i>	<ul style="list-style-type: none"> <li>• Rear marker plates are not fitted to a vehicle that has a GVM of 12 tonnes or more.</li> <li>• Rear marker plates are not fitted to a trailer that has a GTM of 10 tonnes or more.</li> <li>• Rear marker plates do not comply with AS 4001.</li> <li>• Rear marker plates are not fitted to a bus that has a GVM of 12 tonnes or more and which has no provision for standing passengers.</li> <li>• Rear marker plates are damaged or not fitted as per prescribed standards.</li> </ul>



## 1.27 Number plates

CHECK	REASONS FOR NON-COMPLIANCE
<b>Number Plates</b>	<ul style="list-style-type: none"> <li>• A part of the vehicle or component fitted to it (e.g. a towing attachment goose neck or tow ball) obscures any compulsory lighting or the number plate.</li> <li>• Number plate covers are tinted, reflective, rounded or bubble like.</li> <li>• The number plates are deteriorated, faded or damaged to an extent that the registration number is not legible from a distance of 20 metres within an arc of 45 degrees from the surface of the number plate above or to the side of the vehicle.</li> <li>• Number plate is mounted more than 1300mm from the ground.</li> <li>• The number plates are not substantially parallel to the vehicles axles.</li> <li>• The registration (number) is not issued or approved by the State or Territory Road Transport Authority.</li> </ul>

## 1.28 Electrical equipment

CHECK	REASONS FOR NON-COMPLIANCE
<b>Electrical equipment</b>	<ul style="list-style-type: none"> <li>• Electrical wiring and connectors are corroded, damaged, have bare live wires (except earth wire) or hang loose in a way that it could be damaged.</li> <li>• Electrical wiring is located where it can become exposed to excessive heat, moving parts or near a fuel system which may cause a fire hazard.</li> </ul>

## 1.29 Batteries

CHECK	REASONS FOR NON-COMPLIANCE
<b>Batteries</b>	<ul style="list-style-type: none"> <li>• Batteries are not securely mounted, are leaking or are situated in the occupant space without adequate protection from spillage or fumes.</li> </ul>

### 1.30 Horn

CHECK	REASONS FOR NON-COMPLIANCE
<b>Horn</b>	<ul style="list-style-type: none"> <li>Is not operational or not fitted.</li> <li>Is not of a single pitch or clearly audible.</li> <li>Actuating mechanism is not located within reach of driver from the normal driving position.</li> </ul>

### *Seats and Restraints*

**Objective:** *To ensure that all seating and restraints are secure and in a serviceable condition.*

The following Australian Design Rules are relevant to this section:

ADR 4	Seat Belts
ADR 5	Anchorage for Seat Belts
ADR 58	Requirements for Omnibuses Designed for Hire and Reward
ADR 66	Seat Strength, Anchorage Strength and Padding in Omnibuses
ADR 68	Occupant Protection in Buses

### 1.31 Seats

CHECK	REASONS FOR NON-COMPLIANCE
<b>Seats</b>	<ul style="list-style-type: none"> <li>Seat frames or attaching points are loose, cracked, broken, damaged, have fasteners missing or have advanced rust or corrosion.</li> <li>Adjustment mechanisms do not operate correctly or securing device does not hold seat in selected position.</li> <li>Head restraints (if applicable) are not fitted.</li> <li>Seat cushions, backrests are insecure or are structurally damaged.</li> <li>Any seat has an exposed sharp edge or other parts that protrude due to damage or wear.</li> <li>Any reduction or increase in seating capacity is not certified by an Approved Person.</li> </ul>

### 1.32 Seat Belts

CHECK	REASONS FOR NON-COMPLIANCE
<b>Seat Belts</b> (Refer AIS Information Sheet 2).	<ul style="list-style-type: none"> <li>Any seat belt installed as original equipment by the vehicle manufacturer is not fitted and operational.</li> </ul>

	<ul style="list-style-type: none"> <li>• Incorrect type of seat belt fitted.</li> <li>• Seat belt assemblies are not securely attached to respective anchorage point/s and show signs of distortion, cracks, fracture or other damage likely to cause failure.</li> <li>• Seat belt webbing is not correctly and firmly secured to each end fitting or is damaged, frayed, split, torn, altered or modified.</li> <li>• Any retractor, buckle and tongue or adjustment device is faulty or inoperative.</li> <li>• Seat belts added or removed as part of a modification are not certified by an Approved Person.</li> </ul>
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## ***Lamps and Reflectors***

***Objective: To ensure that lamps and reflectors and other electrical components as required by prescribed standards are operational.***

The following Australian Design Rules are relevant to this section:

ADR 1	Reversing Lamps
ADR 6	Direction Indicators
ADR 13	Installation of Lighting and Light-signalling Devices on other than L-group Vehicles
ADR 44	Specific Purpose Vehicle Requirements
ADR 45	Lighting and Light Signaling Devices not covered by ECE Regulations
ADR 46	Headlamps
ADR 47	Reflex Reflectors
ADR 48	Rear Registration Plate Illuminating Devices
ADR 49	Front and Rear Position (Side) Lamps, Stop Lamps and End-outline Marker Lamps
ADR 51	Filament Globes
ADR 58	Requirements for Omnibuses Designed for Hire and Reward
ADR 76	Day Time Running Lights

### **1.33 Lamps and Reflectors (General)**

<b>CHECK</b>	<b>REASONS FOR NON-COMPLIANCE</b>
<b>Lamps and Reflectors</b> (including wiring harness)	<ul style="list-style-type: none"> <li>• Are not fitted, are not operational or not located in positions as required by prescribed standards.</li> <li>• Are affected by dirty lenses or poor electrical contact.</li> <li>• Compulsory reflectors are obscured, damaged, faded or discoloured.</li> <li>• Are not clearly visible under all normal conditions and of a consistent intensity.</li> <li>• Any lamp has a tinted cover that affects the intended operation of the lamp.</li> <li>• Any optional light or reflector interferes with the</li> </ul>



	<p>effective operation of any compulsory lamp or reflector.</p> <ul style="list-style-type: none"> <li>• Lenses are incomplete, are not secure and not free of cracks or holes that would permit the entry of dirt or moisture.</li> <li>• Any lamp component is insecurely mounted or broken.</li> <li>• Any lamp does not light as brightly as normally expected.</li> <li>• Any rear lamp, other than a reversing lamp, is installed or damaged to an extent that white light shows to the front or rear of the vehicle.</li> <li>• Any amber clearance lamp is damaged so that it shows white light.</li> <li>• Any reflector is mounted on a flexible component (mud flap) that could cause the lamp to appear to flicker or flash.</li> <li>• Electrical wiring is not securely mounted or insulated.</li> <li>• Wiring is exposed to excessive heat or chafing.</li> <li>• Wiring is located in such a way that would cause danger to the operation of the vehicle.</li> </ul>
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### 1.34 Park and Tail Lamps

CHECK	REASONS FOR NON-COMPLIANCE
<b>Park and Tail lamps</b>	<ul style="list-style-type: none"> <li>• Any of the following lamps are inoperative, obscured or not fitted or located in a position as per prescribed standards: Front Park or Side Lamps - (white) Tail Lamps - (red) Side Marker Lamps - (amber) Number Plate Lamp - (white) Clearance/end outline lamps - (amber or white to front, red to rear).</li> <li>• Number plate lamp does not direct light onto the surface of the rear number plate.</li> </ul>

### 1.35 Brake lamps

CHECK	REASONS FOR NON-COMPLIANCE
<b>Brake lamps</b>	<ul style="list-style-type: none"> <li>• Brake lamps do not operate with ignition control in normal running position and service brake depressed.</li> </ul>



	<ul style="list-style-type: none"> <li>Any brake (stop) lamp does not show a red light or shows a flashing red light.</li> <li>When combined with a tail lamp, any stop lamp filament does not light the lamp more brightly than the corresponding tail lamp filament.</li> </ul>
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### 1.33 Turning signals

CHECK	REASONS FOR NON-COMPLIANCE
Turning signals	<ul style="list-style-type: none"> <li>Are not fitted or not located in a position as per prescribed standards.</li> <li>Any front turn signal lamp is damaged so that it shows white light (except vehicles prior 7/73).</li> <li>Does not flash an amber colour at a rate of between 60 and 120 flashes per minute.</li> <li>Does not flash at the same time and rate as any other direction indicator lamp fitted to the same side.</li> <li>Turn signal operation is not indicated by means of a visible/audible telltale.</li> <li>Turn signal switch is not readily accessible to driver from normal driver's position.</li> </ul>

### 1.34 Reversing lamps

CHECK	REASONS FOR NON-COMPLIANCE
Reversing lamps	<ul style="list-style-type: none"> <li>Are not fitted or not located in a position as per prescribed standards.</li> <li>Lenses are cracked, broken, insecure or missing.</li> <li>Are not wired so as to operate when vehicle is reversing or in reverse gear only.</li> <li>Mounted over 1200mm above the ground.</li> </ul>

### 1.35 Headlamps

CHECK	REASONS FOR NON-COMPLIANCE
Headlamps	<ul style="list-style-type: none"> <li>Reflector surfaces are not free of tarnish or other damage which could reduce the intensity of high or low beam.</li> <li>Headlamp does not show a white light.</li> <li>Are not fitted in pairs.</li> <li>Are incorrectly adjusted/focused.</li> <li>Are not mounted symmetrically.</li> <li>High beam headlamp does not have an effective</li> </ul>

	<p>range of at least 50 metres.</p> <ul style="list-style-type: none"> <li>• Low beam headlamp does not have an effective range of at least 25 metres.</li> <li>• A low beam headlamp fitted to a vehicle after June 1953 is not mounted between 500mm and 1400mm above the ground.</li> <li>• Is not fitted with a dipping device enabling the driver, in the normal driving position, to change the headlamps from the high to low beam position or simultaneously from low to high beam.</li> <li>• High beam indicator lamp is inoperative.</li> <li>• There is any other opaque cover over a headlamp which can not be removed.</li> </ul>
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### 1.36 Additional Lamps

CHECK	REASONS FOR NON-COMPLIANCE
<b>Additional Headlamps</b> <i>(including Driving Lamps)</i> <i>(Coloured driving lamp covers are acceptable when lights are not in use)</i>	<ul style="list-style-type: none"> <li>• Does not show a white light.</li> <li>• Are not mounted symmetrically.</li> <li>• Are positioned so as to affect the drivers view.</li> <li>• Does not project its main beam of light ahead of the vehicle.</li> <li>• Does not operate in conjunction with the high beam circuit and are not fitted with an independent on/off switch.</li> </ul>
<b>Fog Lamps</b>	<ul style="list-style-type: none"> <li>• Does not show a white or yellow light to the front.</li> <li>• Does not show a red light to the rear, if fitted.</li> <li>• Is not mounted symmetrically or in pairs.</li> <li>• Is mounted higher than the low beam headlamp or less than 600mm apart.</li> <li>• Is not capable of being switched on/off independently of any headlamp.</li> <li>• Is not wired so as to operate only with park lamps.</li> </ul>
<b>Additional Lamps</b> <i>(Refer AIS Information Sheet 8).</i>	<ul style="list-style-type: none"> <li>• Additional lighting (fitted as accessories) is fitted in such a way that their operation impairs the operation of statutory lamps and contravenes prescribed standards.</li> </ul>

## Mirrors

**Objective:** *To ensure that all mirrors as required by prescribed standards are fitted to operate effectively and are correctly adjusted.*

The following Australian Design Rules are relevant to this section:

ADR 14	Rear Vision Mirrors
ADR 58	Requirements for Omnibuses Designed for Hire and Reward

## 1.37 Mirrors

CHECK	REASONS FOR NON-COMPLIANCE
<b>Reflective Surface</b>	<ul style="list-style-type: none"> <li>Any reflective surface of a compulsory rear view mirror has a missing section.</li> <li>Is cracked, insecure, deteriorated or is obscured. (<i>Note: Convex mirrors can now be fitted to the right and left sides of a vehicle</i>).</li> <li>Where fitted to the left side of a vehicle, the mirror does not have a reflecting surface of at least 150 square cm.</li> <li>Mirrors are not securely mounted or missing.</li> <li>Does not provide a clear view of the road to the rear of the vehicle.</li> <li>The right hand rear vision mirror cannot be adjusted by the driver from the normal driving position.</li> <li>Any rear vision mirror mounting is not capable of being adjusted or fails to remain in position when released.</li> </ul>

## Windscreen and Windows

**Objective:** To ensure that windscreen, windows and associated components are in such condition that the driver has a clear field of vision at all times under normal range of climatic conditions.

The following Australian Design Rules are relevant to this section:

ADR 8	Safety Glazing Material
ADR 12	Glare Reduction in Field of View (Repealed 1973)
ADR 15	Demisting of Windscreens (Repealed 2003)
ADR 16	Windscreen Wipers and Washers (Repealed 2003)
ADR 42	General Safety Requirements

## 1.41 Windscreens

CHECK	REASONS FOR NON-COMPLIANCE
<b>Windscreen</b> <i>(Non-shatterable means not able to break or be broken into many small pieces).</i> <i>(Refer AIS Information Sheet 10)</i>	<ul style="list-style-type: none"> <li>Vehicle first registered, built or had replacement glass fitted on or after 1 July 1953 is not equipped with safety glass or non-shatterable transparent material wherever transparent material is used in windscreens, windows and interior partitions.</li> <li>The part of the windscreen swept by the wiper blades (primary vision area) is cracked, scored,</li> </ul>

	<p>chipped, badly sand blasted, discoloured or otherwise damaged so as to impair the driver's vision or damage wiper blades.</p> <ul style="list-style-type: none"> <li>• Any bulls-eyes or star fractures exceeds 16mm in diameter or a hairline cracks exceeds 30mm or a crack from the edge of the windscreen exceeds 75mm in length.</li> <li>• Any cracks in a laminated windscreen penetrate more than one layer of glass or are more than 150mm in length.</li> <li>• Windscreen is removed, not replaced or not repaired in accordance with Australian Standards.</li> <li>• Interior surface of laminated glass windscreen is cracked.</li> <li>• Glazing is cracked, broken or loose in frame to an extent that sharp edges are exposed.</li> <li>• Windscreen glass is not of an approved type of safety glass and does not bear an identification mark indicating the standard to which the glass has been manufactured (e.g. AS2080).</li> <li>• 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.</li> <li>• Factory tinted windscreens do not comply with ADR requirements.</li> <li>• Any strip of tinting material with a light reflectance of more than 10% reflectance of any shade is fitted to the upper edge of a windscreen that extends lower than a horizontal line contacting the uppermost point of the arcs swept by the vehicles manufacturer's original wiper blade or the upper 10% or the windscreen, whichever is the lesser.</li> <li>• Apart from any pillar or other part of the vehicle's structure or fittings, there are internal obstructions to a driver's view through the swept area or the windscreen.</li> </ul>
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## 1.42 Windows

CHECK	REASONS FOR NON-COMPLIANCE
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Windows are cracked or broken.</li> <li>• At least half of the windows fitted, which include the driver's window, are not capable of being opened.</li> <li>• Windows are not free of posters, stickers or other transparent/nontransparent material which would</li> </ul>

	<p>interfere with the driver's vision.</p> <ul style="list-style-type: none"> <li>• Side and rear windows have a light transmittance factor less than 35% (T35), unless specifically approved.</li> <li>• Tint films are not free of bubbles, scratches or other defects that would significantly affect the driver's view.</li> <li>• Glazing has been coated to reduce luminous transmittance and has a reflectance of over 10%.</li> <li>• The visible light transmittance of any glazing (including any applied film) is less than detailed in Table 6.</li> </ul>
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**TABLE 6**

<b>Glazing</b>	<b>Minimum Light Transmittance</b>	<b>Vehicles NOT TO BE REJECTED until meter readings are LESS than</b>
Windscreen	75%	70%
All other windows	35%	30%
Rearward of the driver	No limit for windows to the rear of the driver if the vehicle is a light truck or commercial, or other goods carrying vehicles, including the following categories: NA, NB, NC, MD, ME.	

### 1.43 Windscreens wipers and washers

<b>CHECK</b>	<b>REASONS FOR NON-COMPLIANCE</b>
<b>Windscreen Wipers/Washers</b>	<ul style="list-style-type: none"> <li>• Windscreen wipers are not operational at all speeds.</li> <li>• Do not return to correct parked position.</li> <li>• Can not be operated from the normal driving position.</li> <li>• Wiper blades are cracked, hardened, frayed, curled, torn, missing or otherwise ineffective.</li> <li>• Repair in the primary vision area of the windscreen has reduced the effectiveness of the wiper blades.</li> <li>• Windscreen washers are inoperative or incorrectly aimed.</li> <li>• Washers not able to be operated from the normal driving position.</li> </ul>

## 1.44 Demister

CHECK	REASONS FOR NON-COMPLIANCE
<b>Demister</b>	<ul style="list-style-type: none"> <li>Windscreen demister is inoperative or does not blow heated or refrigerated air onto the windscreen in accordance with Australian Design Rule (ADR).</li> </ul>

## *Engine, Driveline and Exhaust*

**Objective:** *To ensure the engine, drive line and associated components provide a controlled transmission of power to the driving wheels.*

The following Australian Design Rules are relevant to this section:

ADR 17	Fuel System (Repealed 2005)
ADR 28	External noise of Motor vehicles (Repealed 2006)
ADR 30	Diesel Engine Exhaust Smoke Emission
ADR 36	Exhaust Emission Control for Heavy Duty Vehicles (Repealed 2006)
ADR 42	General Safety Requirements
ADR 44	Specific Purpose Vehicle Requirements
ADR 58	Requirements for Omnibuses Designed for Hire and Reward
ADR 65	Maximum Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses
ADR 70	Exhaust Emission Control for Diesel Engine Vehicles (Repealed 2006)
ADR 80	Emission Control for Heavy Vehicles
ADR 83	External Noise

## 1.45 Engine and Driveline

CHECK	REASONS FOR NON-COMPLIANCE
<b>Engine and Driveline</b>	<ul style="list-style-type: none"> <li>Engine, driveline mounts or components are loose, cracked, broken, otherwise deteriorated or are missing components or fasteners.</li> <li>Any universal joint has excessive movement or securing bolts are loose or missing.</li> <li>Engine and transmission controls are inoperative.</li> <li>A vehicle fitted with automatic transmission is capable of being started when the transmission control is in a drive position.</li> <li>A vehicle fitted with an automatic transmission that does not have, in the driver's compartment, an indicator showing the transmission control position.</li> <li>Seals and covers between the engine and passenger compartment are missing, distorted or damaged in such a way that allows fumes to enter the passenger</li> </ul>

	<p>compartment.</p> <ul style="list-style-type: none"> <li>• Emission control equipment is missing or inoperative.</li> <li>• Crankcase gases escape into the atmosphere (<i>Unless designed to do so by manufacturer</i>).</li> <li>• Engine emits sparks, flames, oil or fuel residue.</li> <li>• Fuel injection equipment, engine speed governor or any other part of an engine is adjusted so that it increases smoke.</li> <li>• Maximum road speed limiting is greater than 100km/h on applicable vehicles.</li> <li>• A diesel engine is not fitted with a device that prevents the engine from being started accidentally or inadvertently.</li> <li>• Oil leaks from the engine, gearbox, differential or any joint or seal onto brake friction surfaces, exhaust system or drops onto the road surface.</li> </ul>
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## 1.46 Fuel Tanks and System

CHECK	REASONS FOR NON-COMPLIANCE
<b>Fuel Tanks and System</b>	<ul style="list-style-type: none"> <li>• There is any leakage of fuel from the fuel system.</li> <li>• Fuel lines are in contact with moving parts or a heat source, are kinked, cracked or are insecure.</li> <li>• Fuel tanks are not securely mounted or straps, supports, mounting brackets or fasteners are missing, cracked, broken or loose.</li> <li>• Fuel filler cap is missing or not suitable for type of tank.</li> <li>• Fuel cap seal is damaged or missing.</li> <li>• Incorrect type of fuel tank fitted.</li> <li>• Any air cleaner is not fitted.</li> </ul>

## 1.47 Exhaust

CHECK	REASONS FOR NON-COMPLIANCE
<b>Exhaust</b>	<ul style="list-style-type: none"> <li>• Any component of the exhaust system is not securely mounted.</li> <li>• Any component fitted to an exhaust system to comply with a prescribed standard is not fitted.</li> <li>• The exhaust system contacts any unrelated part of the vehicle (<i>e.g. steering, suspension, brake or fuel system</i>).</li> <li>• There are leaks in the exhaust system (<i>excluding</i></li> </ul>

	<p><i>manufacturers drain holes).</i></p> <ul style="list-style-type: none"> <li>• Alteration or modification to the exhaust system is not to a prescribed standard.</li> <li>• Alteration or modification to an exhaust system has not been tested to a prescribed standard or certified by an Approved Person.</li> <li>• An exhaust system component fitted external to a motor vehicle body is not protected by suitable guarding.</li> <li>• The exhaust outlet is not rearward of all rear passenger doors or sleeper compartment.</li> <li>• When operating, an engine of a motor vehicle emits visible emissions for a period of 10 seconds or more.</li> <li>• The exhaust outlet, if discharged to the side of the vehicle, is not to the right side and downwards to the horizontal of not less than 15% &amp; not more than 45%.</li> </ul>
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## SECTION 2 - MOTORBIKES

**Please note all references to a motorbike include a motortrike.**

The following Australian Design Rules are relevant to this section:

ADR 19	Installation of Lighting and Light Signalling Devices on L-Group Vehicles
ADR 33	Brake Systems for Motor Cycles and Mopeds
ADR 53	Position Lamps, Stop Lamps, Direction Indicators and Rear Plate Lamps for L-Group Vehicles
ADR 55	Headlamps for L-Group Vehicles other than Mopeds
ADR 57	Special Requirements for L-Group Vehicles
ADR 83	External Noise

### 2.1 Seating

***Objective: To ensure that all seating fitted to a motorbike/motortrike provides a comfortable and secure position for the driver to control the vehicle and control the deceleration of all occupants.***

CHECK	REASONS FOR NON-COMPLIANCE
Seating	<ul style="list-style-type: none"> <li>• Seat cushions (including backrests, if fitted) and seat frames are not fitted, insecure, are structurally damaged or have sharp or jagged edges or protrusions.</li> <li>• Any reduction or increase in seating capacity is not certified by an Approved Person.</li> </ul>

### 2.2 Lamps and Electrical Components

***Objective: To ensure that all lamps, reflectors and other electrical lighting components as required by prescribed standards are operational.***

CHECK	REASONS FOR NON-COMPLIANCE
Lamps and Reflectors (General) (including wiring harness)	<ul style="list-style-type: none"> <li>• Are not fitted, are not operational or not located in positions as required by prescribed standards.</li> <li>• Are affected by dirty lenses or poor electrical contact.</li> <li>• Lenses and lamp reflectors are obscured, damaged, faded or discolored.</li> <li>• Any optional lamp or reflector interferes with the effective operation of any compulsory lamp or reflector.</li> <li>• Are not clearly visible under all normal conditions and of a consistent intensity.</li> </ul>

	<ul style="list-style-type: none"> <li>Any lamp has a tinted cover that affects the intended operation of the lamp.</li> <li>Lenses are incomplete, are not secure and not free of cracks or holes that would permit the entry of dirt or moisture.</li> <li>Any lamp component is insecurely mounted or broken.</li> <li>Any lamp does not light as brightly as normally expected.</li> <li>Any reflector is mounted on a flexible component (mud flap) that could cause the lamp to appear to flicker or flash.</li> <li>Electrical wiring is not securely mounted or insulated.</li> <li>Wiring is exposed to excessive heat or chafing.</li> <li>Wiring is located in such a way that would cause danger to the operation of the motorbike.</li> </ul>
<b>Headlamp/s</b>	<ul style="list-style-type: none"> <li>Does not show a white light.</li> <li>Are not correctly adjusted/focused.</li> <li>Reflector surfaces are not free of tarnish or other damage which could reduce the intensity of high or low beam.</li> <li>A dipping device to change the headlamps from the high beam position to the low beam position and operated from the normal driving position is not fitted or operational.</li> <li>A device to indicate to the driver that the headlamps are in the high beam position is not fitted and operational.</li> </ul> <p><i>(Note: A motor vehicle built after 1934 that can travel at over 60 km/h must be fitted with a dual beam headlamp system.</i></p> <p><i>A motor vehicle built after 1953 must be fitted with a device to indicate to the driver that the headlamps are in the high beam position.</i></p> <p><i>Please also refer to Vehicle Standards Instruction G 1.0 – Auxiliary driving lamps fitted to motor vehicles).</i></p> <ul style="list-style-type: none"> <li>There is any opaque cover over a headlamp which cannot be readily removed without the use of tools.</li> </ul> <p><i>Note: Fitted clear headlamp covers are acceptable provided the intensity of high or low beam is not affected.</i></p> <p><i>Tinted headlamp covers are acceptable but must be removed when high or low beam headlamps are operated.</i></p> <p><i>Lens repairs are acceptable but must not reduce the effectiveness of the lamp when the light is lit.</i></p>

<b>Other lighting equipment</b>	<ul style="list-style-type: none"> <li>• The following lamps do not operate correctly and are not fitted with appropriate lenses: <ul style="list-style-type: none"> <li>➤ front park lamp (white);</li> <li>➤ brake lamp (red);</li> <li>➤ tail lamp (red);</li> <li>➤ turn signal indicator lamps (yellow/amber);</li> <li>➤ hazard warning lamps (amber/yellow) (mandatory/optional);</li> <li>➤ number plate lamp (white);</li> <li>➤ reversing lamp (white) (mandatory/optional);</li> <li>➤ additional lamps (if fitted).</li> </ul> </li> </ul> <p><i>(Note: White coloured lamps or reflectors are only permitted for front facing lamps, number plate and reversing lamps.</i></p> <p><i>Amber lamps are only permitted for indicators and front fog lamps on a motorbike.</i></p> <p><i>Flashing lamps are not permitted on a motorbike except as indicators and for use on special use vehicles i.e. vehicles fitted or built for use in hazardous situations on a road or emergency vehicles.</i></p> <p><i>Turn signal indicator lamps must be fitted to all motorbikes manufactured on or after 1 July 1975. Please also refer to Vehicle Standards Instruction G 1.0 – Auxiliary driving lamps fitted to motor vehicles).</i></p> <ul style="list-style-type: none"> <li>• The number plate lamp/s directs light onto surfaces other than the rear number plate.</li> <li>• Any rear facing lamp other than a reversing lamp or side-car marker lamp is in a condition or damaged to the extent that white light shows to the rear of the motorbike.</li> <li>• Any amber turn signal lamp is damaged so that it shows white light.</li> <li>• The turn signal switch is not readily operable by the driver from the driving position.</li> <li>• The turn signal operation is not indicated by means of a visible and/or audible telltale.</li> </ul>
<b>Additional Headlamps (<i>Driving Lamps</i>)</b>	<ul style="list-style-type: none"> <li>• Additional driving lamps do not operate in conjunction with the high beam circuit.</li> <li>• Are not fitted with an independent on/off switch.</li> </ul>
<b>Battery</b>	<ul style="list-style-type: none"> <li>• A battery is not secured in cradle or carrier using hold down clamps.</li> <li>• Is cracked, leaking or has missing caps.</li> </ul>

<b>Warning Device (horn)</b>	<ul style="list-style-type: none"> <li>• A warning device is not fitted and operational and the tone is not of a single pitch. <i>(Note: Dual air or electrical horns are acceptable but must be of a single note).</i></li> <li>• A warning device is not clearly audible.</li> <li>• The actuating mechanism is not located within the reach of the driver/rider in the normal seated position.</li> </ul>
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## 2.3 Body and Chassis

**Objective:** To ensure the motorbike body is free of protrusions, structurally sound and free from any defects or additional fittings that are likely to increase the risk of bodily injury to any occupant and other road users.

CHECK	REASONS FOR NON-COMPLIANCE
<b>Hatches/Hinges/Catches</b>	<ul style="list-style-type: none"> <li>• All hatches, catches, removeable covers and fastenings fitted to a motorbike (including a side-car) do not operate in the manner for which they were designed.</li> </ul>
<p><b>Body and Chassis Frame</b></p> <p><b>Replacement Frames</b>  <u>The following requirements refer to registrable Motorbikes.</u>  <i>A frame replacement is when a motorbike with an existing identity has its frame replaced by an aftermarket or genuine frame appropriate for that model and all components from the previous motorbike are changed to the new frame.</i></p> <p>A motorbike that has been dismantled is considered to <u>no longer exist</u>.</p> <p><b>Identical frame from original manufacturer</b>  Under the <i>TORUMS Act</i> Section 134 - Altering, defacing or removing identifying numbers, if a person wishes to transfer the Identification (compliance) plate from a vehicle onto a genuine identical frame and, restamp the original identifying numbers on the</p>	<ul style="list-style-type: none"> <li>• The body, chassis frame or structural members are cracked, broken, distorted or corroded to the point where a component is weakened or failure of a component is likely to occur.</li> <li>• Any fastenings between frame members, including welds, are not secured or are cracked or distorted.</li> <li>• Any repairs carried out do not retain the original strength of the component/section.</li> <li>• Motorbike frames that do not comply with prescribed standards are utilised.</li> </ul>

<p>new frame they must obtain the written approval from the Commissioner of Police.</p> <p>If the person does not wish to use the original identifying numbers or Identification plate, they may <i>obtain a surrogate</i> identifier.</p> <p>Parts from the dismantled motorbike may be attached to a second frame that has a VIN or chassis number that has an Australian registration record. The rebuilt motorbike may continue or obtain registration with the identity of the second frame.</p> <p><b><i>Aftermarket Frame</i></b>  <i>A motorbike constructed with an aftermarket frame is considered an Individually Constructed Vehicle.</i></p> <p><i>An ICV cannot be a replica of a vehicle available for use on a road in Australia.</i></p> <p><i>An application to construct an ICV must be submitted to Vehicle Standards and Regulation by a suitably qualified Approved Person. After approval to construct has been granted and the vehicle is completed, a surrogate identifier must be obtained and stamped on the frame.</i></p> <p><b><i>Note:</i></b> <i>An LOI modification plate is not required.</i></p>	
<p><b>Body Fittings</b></p>	<ul style="list-style-type: none"> <li>• Fairings and any attachments are not free of protrusions or fittings likely to cause injury to any person with whom the motorbike may come into contact.</li> <li>• The motorbike is not fitted with adequate protection (for rider and passenger) from any moving part (i.e. chain, road wheels, tyres, exhaust).</li> <li>• Any area would constitute a safety hazard and is not of the same curvature.</li> <li>• A side-car (if fitted), is not securely attached and mounted to the left hand side of the motorbike.</li> </ul>

	<ul style="list-style-type: none"> <li>Any part of a motorbike (without a side-car) projects more than 150mm ahead of the front wheel or 300mm behind the rear wheel.</li> <li>Number plate covers are tinted, reflective, rounded or bubble like.</li> <li>Number plate characters are not visible from any point within an arc of 45 degrees above and on both sides of the number plate.</li> <li>The number plates are deteriorated, faded or damaged to an extent that the registration number is not legible from a distance of 20 metres.</li> <li>The registration (number) is not issued or approved by the State or Territory Road Transport Authority.</li> <li>A part of the motorbike or component fitted to it obscures any compulsory lighting or the number plate.</li> </ul>
<b>Mudguards</b>	<ul style="list-style-type: none"> <li>The wheels of a motorbike are not fitted with mudguards of a width not less than the maximum width of the tyre.</li> <li>The front mudguard does not shield that portion of the wheel extending rearward from a point vertically above and horizontally behind the centre of the front wheel. <i>(Note: If the frame or body of the motorbike provides adequate protection in any part of this area, then only the unprotected part of the region requires mudguard protection).</i></li> <li>The rear wheel(s) or side-car wheel mudguard does not shield that portion of the wheel between points vertically above the foremost and rearmost parts of the wheel.</li> <li>The mudguards are not secure.</li> </ul>
<b>Motor Cycle Riding Controls</b>	<ul style="list-style-type: none"> <li>Riding controls are not securely fastened and not in the correct location as per the relevant ADR for date of manufacture.</li> <li>The correct number of footrests as per the seating capacity of the motorbike are not fitted in a manner applicable to the frame manufacturer's technique.</li> </ul>
<b>Rear View Mirrors</b>	<ul style="list-style-type: none"> <li>Rear vision mirror(s) fitted to any motorbike are missing or do not provide a clear view of the road to the rear of the vehicle when the rider is in a natural riding position.</li> <li>Rear vision mirrors are not of the same curvature. Mirror(s) are not securely mounted and free from damage, blemishes or tarnishing which would reduce the view to the rear of the vehicle.</li> <li>If convex mirrors are fitted, the mirrors do not have a radius of curvature of not less than 1.2 metre.</li> </ul>

	<i>(Note: At least 1 rear vision mirror must be fitted to a motorbike with 1 front wheel built before July 1975. At least 1 rear vision mirror must be fitted to each side of a motorbike with 1 front wheel built after June 1975).</i>
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## 2.4 Tow Couplings

**Objective:** *To ensure that all tow couplings and associated components are in a serviceable condition and that they provide the necessary load carrying capacity.*

CHECK	REASONS FOR NON-COMPLIANCE
<b>Towing Couplings, Wiring Harness, Hoses and Safety Chains</b>	<ul style="list-style-type: none"> <li>• Tow bars, tow coupling componentry and their attachments, if fitted to a motorbike, are not operational.</li> <li>• The tow bar is not mounted directly to the frame or through rigid connections to the frame.</li> <li>• Tow bars, tow coupling componentry and their attachments, are not secure or are cracked, excessively worn, corroded, missing, deformed or damaged in a way likely to cause failure.</li> <li>• All electrical wiring, connectors etc. associated with a device for coupling a trailer to a motorbike is not securely mounted and operational.</li> <li>• Tow coupling tongue assemblies are repaired by heating or welding.</li> <li>• Tow coupling tongue assemblies are not securely mounted to the tow bar assembly.</li> <li>• The tow ball (if fitted) is not secure, is cracked or is excessively worn.</li> <li>• Where ADR 62 applies, the tow bar does not display the name or trademark of the manufacturer, the make and model shown on the identity plate of the vehicle for which the towbar is designed and the tow bar maximum rated capacity.</li> <li>• The tow ball assembly (50mm type) is not legibly and indelibly marked with the mark 50mm characters not less than 5mm high.</li> <li>• Where any part of the coupling, drawbar or tow bar is removeable, 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.</li> <li>• Safety chain/s or cables are not able to be connected or affixed in such a way that the safety chains/cables are not liable to accidental disconnection and are not</li> </ul>



	<p>readily detachable from the towing vehicle.</p> <ul style="list-style-type: none"> <li>• A trailer coupling affixed to a motorbike does not allow for angular movement of the combination about the vertical or horizontal axis.</li> </ul>
<b>Towing Capacity</b> <i>(Refer AIS Information Sheet 12).</i>	<ul style="list-style-type: none"> <li>• The tow coupling capacity does not equal or exceed the Aggregate Trailer Mass (ATM) of any trailer being towed (if applicable).  <i>(Note: Aggregate Trailer Mass (ATM) is the total mass of the laden trailer when carrying the maximum load recommended by the manufacturer. This includes any mass imposed onto the drawing vehicle when the combination vehicle is resting on a horizontal supporting plane.</i> </li> </ul>

## 2.5 Steering and Suspension

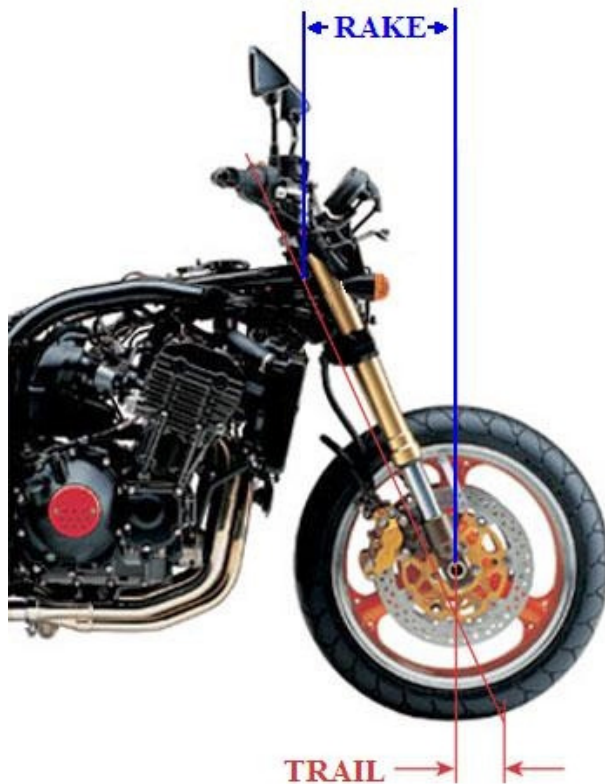
**Objective:** To ensure that the steering and suspension is in good working order and allows the driver effective control of the vehicle.

CHECK	REASONS FOR NON-COMPLIANCE
<b>Steering Components</b>	<ul style="list-style-type: none"> <li>• All steering components are not in good condition, securely mounted and free from damage or distortion.</li> <li>• The steering assembly fails to turn from the “lock to lock” position without jamming, fouling or has roughness in its operation.  <i>(Note: Must be inspected through the full range of steering movement, steering stops must prevent wheels or tyres from fouling frame or suspension components on full lock).</i> </li> <li>• Steering components are removed, heated, welded (modified) or bent without departmental approval.  <i>(Note: Steering components that are modified or repaired by heating or welding without departmental approval are not acceptable).</i> </li> <li>• Any steering component is not secure, broken, missing or has noticeable free play which exceeds manufacturer’s specifications.</li> <li>• Where steering linkages are fitted, any rotational free play exceeds 10mm at the end of the handlebar.</li> </ul>
<b>Steering Mechanism/Design</b>	<ul style="list-style-type: none"> <li>• Steering gear and steering gear connections are not designed so as to eliminate accidental detachment or over-locking.</li> <li>• Steering components are misaligned with the frame and are not free from damage, fatigue, corrosion or distortion.</li> </ul>

	<ul style="list-style-type: none"> <li>• Repairs carried out to fork assemblies and handle bar assemblies indicate heating or welding.</li> <li>• Operation of the handlebar is not smooth from lock to lock and equipment fitted to the motorbike prevents free movement (e.g. the handlebar must not come into contact with the fuel tank).</li> <li>• Nuts, bolts or other fasteners used on steering components are insecure.</li> <li>• The handlebar assembly is not constructed of suitable material, adequately mounted and free of sharp edges and protrusions.</li> </ul>
<b>Handlebar Dimensions</b>	<ul style="list-style-type: none"> <li>• The handlebar is not symmetrical on either side of the front wheel and steering head assembly.</li> <li>• The handlebar is not of the same shape and length on both sides of the front wheel and steering head assembly.</li> <li>• If the forks are raked (i.e. modified wheelbase), the horizontal distance between the mid-point of the steering yoke bearings and a point vertically above the centre of the front wheel exceeds 550mm.</li> <li>• Motorbikes fitted with offset triple clamps have a trail measurement of less than 75mm. <i>(Note: If offset triple clamps are fitted to the front fork assembly (i.e. the clamps are machined such that the angle of the fork stanchions is at an angle to the steering head axis), then the trail measurement should be checked to ensure that the centre of the front axle is at least 75mm behind the point where the steering head axis line intersects the ground).</i></li> <li>• Handlebar grips are not secure or are excessively damaged/unduly worn. <i>(Note: Handlebar grips, knobs, levers and other devices which have deteriorated to an extent that they are hazardous are unacceptable).</i></li> <li>• The distance between the extreme ends of the handlebar assembly is greater than 900mm and less than 500mm.</li> <li>• The height of the lowest part of the handgrip is higher than 380mm above the attachment point of the handlebar to the motorbike.</li> </ul>



**Offset Triple Clamps**



**Clarification of Rake and Trail**

<b>Suspension System</b>	<ul style="list-style-type: none"> <li>• Suspension components are not securely mounted and aligned with no distortion, cracks, corrosion, fractures or other damage likely to cause failure.</li> <li>• Wheel bearings and swing arm bushes/bearings are excessively worn.</li> <li>• With the wheels raised, the vertical free play of any wheel exceeds 3mm.</li> <li>• Any nut, bolt or locking device is missing or insecure.</li> <li>• With the wheels raised, the free play of the wheel measured at the rim exceeds 6mm in total or 3mm from any component part.</li> <li>• Link ends are not secured with fasteners suitably locked (e.g. split pins, lock wire, tabs or self-locking nuts).</li> <li>• Suspension components are missing, or are repaired or modified by heating or welding without departmental approval.</li> <li>• Suspension components are worn beyond manufacturer's specifications.</li> </ul>
<b>Wheel Bearings</b>	<ul style="list-style-type: none"> <li>• Are incorrectly adjusted, rough, noisy, loose on stub axle or do not rotate freely or are leaking.</li> <li>• Movement between disc brake rotor/brake drum and backing plate exceeds manufacturer's specifications.</li> </ul>
<b>Shock Absorbers</b>	<ul style="list-style-type: none"> <li>• Shock absorbers are not fitted (where fitted as original equipment), not securely mounted and brackets and rubbers are missing, worn or damaged.</li> <li>• Shock absorbers do not effectively dampen or show signs of leakage.</li> <li>• When forced against the suspension and released, the motorbike rebounds past its normal height more than once.</li> </ul>

## 2.6 Wheels and Tyres

**Objective:** *To ensure that road wheels and tyres are of a suitable type and condition and they provide the necessary load carrying capacity, speed rating and control of the vehicle.*

<b>CHECK</b>	<b>REASONS FOR NON-COMPLIANCE</b>
<b>Wheels</b>	<ul style="list-style-type: none"> <li>• Wheels/rims are not of an approved type and construction.</li> <li>• Wheels/rims fitted to an axle or axle group of a motortrike are not of the same size unless otherwise specified by the motortrike manufacturer.</li> <li>• Wheels/rims are not secure or are cracked, corroded, bent, buckled, have pieces of casting missing, show</li> </ul>

	<p>signs of welding (as a repair) or otherwise damaged.</p> <ul style="list-style-type: none"> <li>Any hub has missing or broken wheel mounting nuts, studs or bolts.</li> <li>Stud or bolt holes are expanded or elongated or wheel and retainer tapers do not match.</li> <li>A spoked wheel does not have all spokes fitted or spokes are loose, corroded, bent, broken or cracked.</li> <li>Each tyre is not capable of supporting the machine when it is fully loaded.</li> <li>Tyres or wheels rub or foul on any part of the motorbike over its full range of travel.</li> </ul>
<b>Wheel Securing Devices</b>	<ul style="list-style-type: none"> <li>Wheels/rims are not fitted with the correct number and type of securing devices.</li> <li>Studs/nuts are not securely fitted, are damaged and not engaged for at least the same thread length as provided for originally by the motorbike manufacturer.</li> </ul>
<b>Tyres</b>	<ul style="list-style-type: none"> <li>Tyres are not compatible with the rim to which they are fitted and not of a type suitable for road use.</li> <li>All tyres are not of the same case construction. <i>(Note: Steel radials, textile radials or conventional cross-ply must not be mixed).</i></li> <li>Tyre load ratings are less than the minimum ratings specified originally by the motorbike manufacturer.</li> <li>The speed rating of all tyres is not of at least 120 km/h or the motorbike's top speed, unless a lower rating has been specified by the manufacturer. <i>(Note: A tyre fitted to a motorbike must, when first manufactured, have been rated by the tyre manufacturer as suitable for road use at the lower of: (a) a speed of at least 120 km/h; and (b) the vehicle's top speed.</i></li> <li><i>(Note: Tyres branded "Not Suitable for Highway Use" (NHU) are not to be rejected solely for this reason).</i></li> <li>Tyres fitted are not specifically designed for motorbikes (except rear tyres on a motortrike).</li> <li>Tyres do not have a tread pattern at least 1.5mm deep, other than at tread wear indicators, in a band that runs continuously across the tyre width that normally comes into contact with the road and around the whole circumference of the tyre.</li> <li>Tyre tread, shoulder or side wall rubber are damaged.</li> <li>Tyres have cuts, bulges, tread separation, exposed or damaged cords or other evidence of case failure.</li> <li>Valve stems are cracked, damaged, perished or loose.</li> </ul>

	<ul style="list-style-type: none"> <li>• Regrooved or recut tyres fitted to a motorbike are not clearly marked “suitable for regrooving”.</li> <li>• Any tyre clearly marked “suitable for regrooving” is regrooved or recut beyond the maximum permissible groove depth or is regrooved or recut in such a way that the ply or cord is exposed or damaged.</li> </ul>
<b>Tyre/Wheel Width</b>	<ul style="list-style-type: none"> <li>• The wheels and tyres project beyond the extreme width of the mudguards.</li> <li>• The wheels and tyres contact any part of the vehicle under any combination of steering and/or suspension movement.</li> </ul>

## 2.7 Brakes

*Objective: To ensure that the brakes operate effectively and are correctly adjusted.*

<b>CHECK</b>	<b>REASONS FOR NON-COMPLIANCE</b>
<b>General</b>	<ul style="list-style-type: none"> <li>• All motorbikes do not have two independent braking systems or a single brake that acts directly on all wheels of the vehicle and is arranged so that effective braking remains on at least one wheel if any part of the system fails.</li> </ul>
<b>Brake System Operation</b>	<ul style="list-style-type: none"> <li>• The brake controls, when operated, do not cause the corresponding brake to operate.</li> <li>• All failure indicators, pressure/vacuum gauges and warning devices do not operate correctly.</li> </ul>
<b>Hand/Park Brake and Control Levers</b>	<ul style="list-style-type: none"> <li>• Brake foot lever does not have an effective anti-slip surface.</li> <li>• Brake levers are bent, damaged, broken, restricted, missing or misaligned (outside scope of manufacturer’s original design).</li> <li>• The levers and associated components are not secure, not correctly adjusted, bound or are worn so as to affect efficient operation.</li> <li>• Maximum braking pressure, at levers, is not achieved without progressive applications of the brake lever and is not at least 50% of the maximum lever travel.</li> <li>• The lever does not remain firm when light pressure is maintained in the applied direction.</li> <li>• There is an indication of air in the hydraulic system.</li> <li>• A brake lever does not have free travel in accordance with the motorbike manufacturer’s specifications.</li> <li>• The brake control levers of a motorbike brake (including park brake control lever as applicable to side cars) does not have a reserve of travel of at least</li> </ul>



	<p>one-fifth of the maximum range of application.</p> <ul style="list-style-type: none"> <li>• When not in use, the brake lever, handle or pedal does not return to the fully released position.</li> <li>• The rider cannot operate the foot lever without lifting their foot from the footrest.</li> </ul> <p><i>(Note: Does not apply to Historically Registered Vehicles).</i></p> <ul style="list-style-type: none"> <li>• Linkages are not complete and components are unduly worn.</li> <li>• The park brake control lever (as applicable to side cars) does not have a mechanical locking system to enable sustained operation.</li> <li>• Cables are frayed, damaged or restricted.</li> <li>• Rods and cables are repaired by welding or joining.</li> <li>• The hand/park brake (as applicable to side cars) is not fitted.</li> <li>• The hand/park brake (as applicable to side cars) is not able to hold the motorbike for a period of 5 minutes, facing each way, on a gradient of not less than 30% (as per ADR 33/00).</li> </ul>
<b>Hydraulic Lines</b>	<ul style="list-style-type: none"> <li>• Hydraulic lines are not securely mounted, not free from damage or corrosion or show evidence of leakage, cracking, chafing or deterioration.</li> </ul>
<b>Hoses</b> <i>(Refer AIS Information Sheet 7 – Braided Brake Hoses).</i>	<ul style="list-style-type: none"> <li>• Flexible hoses are cracked, chafed, deteriorated, show evidence of leakage and are not manufactured and marked to relevant Standards (or equivalent).</li> </ul> <p><i>(Note: ADR 7/00 – Hydraulic Brake Hoses was repealed as of 18 December 2003 and amended requirements for hydraulic brake hoses are included in ADR 42/04.</i></p> <p><i>The repealing of the ADR now permits hydraulic brake hoses to comply with the requirements of ADR 42/04. As such, older vehicles can comply with the revised standard.</i></p> <p><i>Made up hoses are not acceptable. Where brake hoses are replaced with aftermarket products, relevant standards approval marking is required.</i></p> <p><i>For vehicles manufactured on or after 1 July 1975, the brake hoses must be marked as per ADR requirement. (Made up hoses are not acceptable unless specifically approved). Braided hoses are acceptable provided they are approved and correctly marked).</i></p>

<b>Cylinders and Calipers</b>	<ul style="list-style-type: none"> <li>Hydraulic components, master cylinders, wheel cylinders/calipers etc. are not secured in a manner as recommended by the manufacturer.</li> <li>Are seized, restricted or show evidence of leakage.</li> </ul>
<b>Reservoirs</b>	<ul style="list-style-type: none"> <li>Any reservoir is not filled to the manufacturer's recommended minimum level and/or show evidence of leakage.</li> <li>Mechanical linkages and cables are not in a serviceable condition, are incorrectly adjusted and not free of binding or excessive wear.</li> </ul>
<b>Mechanical Linkages</b>	<ul style="list-style-type: none"> <li>Correct locking devices are not fitted, where applicable.</li> <li>There is evidence of repair by welding or brazing.</li> <li>Cables are frayed or have broken strands.</li> </ul>
<b>Discs and Pads, Drums and Linings</b> (Refer to AIS Information Sheet 16 – Machining and reconditioning of brake drums and discs.)	<ul style="list-style-type: none"> <li>Linings are worn below wear indicators. If no indicators are provided, the thinnest part of the lining is worn below manufacturer's specifications. (<i>Note: Where manufacturer's specifications are not provided, the minimum thickness for bonded linings is 0.8mm or 0.8mm above the head of a rivet.</i>)</li> <li>Drums or disc rotors are worn or machined below manufacturer's specifications. (<i>Note: Where manufacturer's specifications are not provided for drums, scoring must not be more than 1.5mm for motorbikes.</i>)</li> <li>There are substantial cracks on friction surfaces, external cracks or mechanical damage.</li> <li>Lining material is contaminated with oil, grease or brake fluid.</li> </ul>
<b>Service Brake Test</b>	<ul style="list-style-type: none"> <li>Has grabbing affect when the brakes are applied.</li> <li>Braking is not even or does not function correctly on all wheels.</li> <li>The service braking system does not stop a motorbike or combination from a speed of 35 km/h within 12.5 metres for a vehicle or combination with a gross mass up to 2.5 tonnes.</li> </ul>

## 2.8 Engine/Driveline/Emissions

**Objective:** To ensure the engine, drive line and associated components provide a controlled transmission of power to the driving wheels.

CHECK	REASONS FOR NON-COMPLIANCE
<b>Clutch operation</b>	<ul style="list-style-type: none"> <li>Clutch components are not operational, are incorrectly adjusted or are cracked, bent or broken.</li> <li>There is leakage of hydraulic fluid from the system.</li> </ul>



	<ul style="list-style-type: none"> <li>Hydraulic components show indications of chaffing or rubbing on any part of the motorbike.</li> <li>Adjustment free play is not as per manufacturer's specifications and exceeds one-fifth of the lever operation distance.</li> </ul>
<b>Gear Box Operation</b>	<ul style="list-style-type: none"> <li>Any gear selected disengages whilst the motorbike is in motion.</li> <li>The gear selector linkage is worn so as to affect the safe use of the motorbike on a road.</li> <li>The gear lever is not in the original position (inverted or reversed) as fitted by the manufacturer. <i>(Note: The only acceptable conversion is to fit a linkage which keeps the gear change pattern the same as the original).</i></li> <li>Motorbikes with an automatic clutch system do not have a smooth transition.</li> <li>Motortrikes (LE) with an unloaded mass of 0.45 tonne or greater do not have a reverse gear fitted.</li> </ul>
<b>Engine/Transmission Mountings</b>	<ul style="list-style-type: none"> <li>The engine or transmission is not securely mounted to the frame of a motorbike.</li> <li>Mounting brackets and mounts are not securely fastened and not free of cracks or distortion.</li> <li>Rubber components are perished, broken or deteriorated.</li> </ul>
<b>Engine</b>	<ul style="list-style-type: none"> <li>An engine and associated emission components, manufactured to comply with the requirements of the relevant ADRs, are altered or modified so that they no longer comply with those rules.</li> <li>Engine leaks oil. <i>(Note: Motorbikes manufactured with total loss lubricating systems which have been designed to "leak" are excluded from this condition).</i></li> <li>Where the engine is non-standard, the engine number does not match the number shown on the registration certificate.</li> </ul>
<b>Replacement Engine</b>	<ul style="list-style-type: none"> <li>A replacement engine, other than one offered as an option by the motorbike manufacturer for that make and model, is not approved by the department.</li> </ul>
<b>Engine Controls</b>	<ul style="list-style-type: none"> <li>Engine controls as fitted by the manufacturer do not operate in a smooth and efficient manner.</li> <li>Engine speed does not return to normal idle position upon release of the accelerator pedal or throttle control. <i>(Note: For Vintage and Veteran motorbikes manufactured without self-releasing throttle, the throttle does not operate in the manner prescribed by the manufacturer).</i></li> </ul>

<b>Differential</b>	<ul style="list-style-type: none"> <li>The differential, if applicable, is excessively worn so as to affect the safe use of the motorbike on a road.</li> </ul>
<b>Fuel System</b>	<ul style="list-style-type: none"> <li>Replacement carburettors fitted to any motorbike do not continue to comply with the emission requirements of the ADRs applicable at the time of the motorbike's manufacture.</li> <li>Air cleaners are not fitted. <i>(Note: If applicable, owner to supply documented confirmation that air cleaners were not fitted as original equipment).</i></li> <li>After market turbocharger or supercharger assemblies are fitted to motorbikes without specific departmental approval.</li> <li>Nitrous oxide injection equipment is fitted, irrespective of its operational ability.</li> <li>Fuel system components are not securely mounted and free of leaks.</li> <li>The fuel tank is affected by rust or corrosion.</li> <li>A fuel tank cap that complies with manufacturer's specifications is not fitted, is damaged, missing or is insecure.</li> </ul>
<b>Driveline Components</b>	<ul style="list-style-type: none"> <li>A chain/belt is not free of excessive wear (within manufacturer's specifications).</li> <li>Drive sprockets are not free from excessive wear and are incorrectly adjusted.</li> <li>Motorbikes are not fitted with a chain or drive shaft guard.</li> <li>The chain or drive shaft guard is not in good condition, is incorrectly fitted and not of correct dimensions so as to provide a safe operating environment for the operator.</li> <li>The guard does not provide protection for at least the upper free run of the drive chain.</li> </ul>
<b>Exhaust Construction</b>	<ul style="list-style-type: none"> <li>Exhaust extractors or headers fitted to any motorbike foul any part of the suspension, brake or fuel system.</li> <li>Does not have fittings (if applicable) for emission control equipment and do not retain exhaust pipes and mufflers incorporated in the exhaust system so as to ensure the vehicle maintains compliance with ADRs for vehicle emissions.</li> <li>Any alteration or modification to the exhaust system is not to a standard provided originally by the motorbike manufacturer.</li> <li>An exhaust system component fitted external to the motorbike is not protected by suitable guarding.</li> <li>Exhaust gases do not discharge to the rear of the rearmost seating position of the motorbike.</li> </ul>

	<ul style="list-style-type: none"> <li>• All exhaust system components are not securely mounted with adequate clearance between other parts of the motorbike and the road.</li> </ul>
<b>Emissions</b>	<ul style="list-style-type: none"> <li>• There are leaks or excessive noise from the exhaust system and joints during operation (excluding manufacturers' drain holes in mufflers).</li> <li>• Motorbikes manufactured with emission devices do not have all emission control equipment properly located and connected and equipment/devices are damaged, deteriorated or altered in any way to reduce effectiveness.</li> </ul> <p><i>(Note: This does not apply to emissions that are visible only because of heat or the condensation of water vapour).</i></p>

## SECTION 3 - PUBLIC PASSENGER TRANSPORT VEHICLE SPECIFIC

**Objective:** To ensure that the requirements placed on a passenger transport vehicle are in accordance with legislation and departmental policies.

**Note:**

- The general roadworthiness of Public Passenger Vehicles has been included within the standard vehicle inspection audit process outlined in previous sections. This section deals only with those items that apply exclusively to Public Passenger Vehicles.
- Any detected non-compliance with the *Transport Operations (Passenger Transport) Standard 2000* which is not a defect is to be dealt with by way of a *Public Transport Non-Compliance Notice*. Most information bulletins are now included in the *Transport Operations (Passenger Transport) Standard 2000*.

Number	Information Bulletin/Link
PT401/06.08	Maintenance of Public Passenger Vehicles
PT402/11.05	OA Display on Passenger Vehicles
PT403/03/06	Cosmetic Standards (All scheduled services, Taxis and Limousines)
PT406/03.08	Recommended Guideline for the Installation and Use of CCTV in Qld Buses
PT407/03.09	Requirement for Warning Signs in Qld Buses equipped with CCTV
PT408/10.09	Guidelines for the Installation and Use of Security Cameras in Qld Taxis
PT409/03.10	Wheelchair Accessible Taxi Requirements
VSA(VSIR).01.11/05	Guideline for School Bus Warning Lights and Signs
VSA(VSIR).02.11/05	Guideline for Buses Requiring Power-Train Retarders
VSA(VSIR).09.11/05	Guideline for the Structural Inspection and Repair of Buses
VSA(VSIR).10.11/05	Guideline for Heavy Bus Service Life Extensions
VSA(VSIR).11.06/09	Guideline for Public Passenger Vehicle Type, Age and Use Standards
VSA(VSIR).12.11/05	Guideline for Safety Padding for Bus Handrails, Seats and Partitions

The following Australian Design Rules are relevant to this section:

ADR 44	Specific Purpose Vehicle Requirements
ADR 58	Requirements for Omnibuses Designed for Hire and Reward
ADR 59	Omnibus Rollover Strength
ADR 66	Seat Strength, Seat Anchorage Strength and Padding in Omnibuses
ADR 68	Occupant Strength

### 3.1 Identification

CHECK	REASONS FOR NON-COMPLIANCE
<b>Operator Accreditation Number</b>	<ul style="list-style-type: none"> <li>The letter "Q" is not followed by the operator's accreditation number.</li> <li>The number is not visible to the public and located at the rear of the vehicle or is not on the bottom left side and securely fixed by suitable means (for</li> </ul>

	<p>example, painting, pre-printed magnetic strips or plastic/vinyl adhesive lettering).</p> <ul style="list-style-type: none"> <li>• For buses, forward control vehicles or off-road vehicles, the number is not in block letters and figures at least 50mm high and kept in such a condition as to be clearly legible at a distance of 4.5 metres.</li> <li>• For taxi and other passenger cars, other than those used for a limousine service, the number is not in block letters and figures at least 30mm high and kept in such a condition as to be clearly legible at a distance of 4.5 metres.</li> <li>• For motorbikes, the number is not in block letters and figures at least 20mm high on a 110mm by 70mm card and secured in a waterproof case located in a readily viewable position on the vehicle.</li> </ul>
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### 3.2 Emergency exit

CHECK	REASONS FOR NON-COMPLIANCE
<p><b>Emergency Exit</b>  <i>(Some emergency exits are designed to be used only once. Do not operate for testing purposes)</i></p> <p><i>(Refer: PPV.1.1/97 Emergency Exits – Buses).</i></p>	<ul style="list-style-type: none"> <li>• Any exit not ADR compliant Any exit does not have clear access.</li> <li>• Identification signs are not located inside and outside the bus displaying the words “Emergency Exit” and operating instructions, where required, are not clearly visible.</li> <li>• Equipment necessary to operate an exit is not present.</li> <li>• An exit is broken, distorted or damaged in a way that prevents it working properly.</li> <li>• Any warning device to indicate that operation or condition of an exit is not in working order.</li> </ul>

### 3.3 Passenger Doors

CHECK	REASON FOR NON-COMPLIANCE
<b>Passenger Doors</b>	<ul style="list-style-type: none"> <li>• Any controls for passenger access doors do not operate effectively.</li> </ul>

### 3.4 Passenger Seating and Seat Belts

CHECK	REASONS FOR NON-COMPLIANCE
Seating/Seat Belts	<ul style="list-style-type: none"> <li>• Seat belts are not fitted (where applicable).</li> <li>• Seat covers are torn, frayed or are unclean.</li> <li>• Seat springs are broken or sagged.</li> <li>• Seat belt webbing is frayed, shabby or dirty.</li> <li>• Seat belt mechanism/s do/does not operate correctly.</li> </ul>
Child Restraint Anchorage Bolt	<ul style="list-style-type: none"> <li>• Not fitted (if applicable) or otherwise damaged.</li> </ul>

### 3.5 Interior Fittings

CHECK	REASONS FOR NON-COMPLIANCE
Interior Fittings	<ul style="list-style-type: none"> <li>• Interior trim or body panels are loose, missing and are not in good condition.</li> <li>• Have exposed sharp edges due to damage, including corrosion or separated joints, that could injure a person who comes into contact with them.</li> <li>• Interior trim is soiled or dusty so as to cause discomfort to any passenger or soil clothing.</li> <li>• Interior compartment is not free of odour.</li> <li>• Floor coverings are not clean and tidy or are worn or loose to an extent that it could trip passengers.</li> <li>• Air conditioning unit is inoperative when promoted as part of the service.</li> <li>• Any handgrip, handrail or hand strap is loose or damaged.</li> <li>• Any step is damaged to an extent that it could trip or injure a person.</li> <li>• Window adornments, such as curtaining, are not clean.</li> <li>• Disembark light is inoperative.</li> <li>• Safety padding is not in good condition.</li> <li>• Buzzers/bells for requesting bus to stop are not in working order at all times.</li> <li>• A safety partition or some other equipment is not fitted, where applicable, to prevent luggage or other goods being carried in the luggage compartment of the vehicle from entering the passenger compartment.</li> </ul>

<b>Interior Fittings (taxi only)</b>	<ul style="list-style-type: none"> <li>• Safety screen, where fitted, is not clean and intact.</li> <li>• Cargo barrier, where fitted, is not clean and intact.</li> <li>• Fare sticker is not affixed.</li> <li>• Fare meter is not working.</li> <li>• Fleet number is not clearly displayed in the interior and exterior.</li> </ul>
<b>Security Camera (when fitted)</b>	<ul style="list-style-type: none"> <li>• Security camera not mounted as per prescribed standard and is not operational.</li> </ul>

### Examples of Security Camera status:



### Camera status lights:

- No light – the system has no power
- Red blink – faulty camera
- Amber blink – system asleep (System is energised by opening the door)
- Green light – system ready
- Green slow blink – storing background photos
- Green fast blink – external trigger storing
- Red Green blink – protected memory full

The department deems a taxi security camera system is not fully operational if the Status Light display is

- Blinking Red; or
- Red green; or
- Not illuminated (No light); or
- Not showing a Green Fast Blink when the driver's door is open

### VerifEye TSCS Comfort Switch with LED Indicator



### 3.6 External Fittings

CHECK	REASONS FOR NON-COMPLIANCE
<b>Exterior Fittings</b>	<ul style="list-style-type: none"> <li>• Body panels are unduly dented and/or scratched.</li> <li>• Exterior paintwork is unduly scratched, dirty or discoloured so as to detract from the general appearance of the vehicle.</li> <li>• Windscreen is not clean.</li> <li>• Non-illuminated destination boards (if required) are not clearly visible and legible.</li> </ul>
<b>Distress and Hail Lights (taxi only)</b> <i>(Distress and Hail lights do not apply to an exempted taxi or a luxury motor vehicle that is a taxi)</i>	<ul style="list-style-type: none"> <li>• Is not fitted or operational as per prescribed standard.</li> <li>• Is not green in colour.</li> </ul>
<b>Security Camera (when fitted)</b>	<ul style="list-style-type: none"> <li>• Security camera/s is not fitted where required.</li> <li>• Security camera/s are not operational <i>(Note: The status light is situated on the dash next to the comfort switch).</i></li> <li>• The approved advisory stickers are not fitted at every entry point.</li> </ul>

### 3.7 Fire Extinguishers

CHECK	REASONS FOR NON-COMPLIANCE
<b>Fire Extinguishers (Buses only)</b>	<ul style="list-style-type: none"> <li>• Any extinguisher does not have the Standards Australia (SA) approval marking.</li> <li>• Any fire extinguisher is non-compliant with the selection and location requirements of Australian Standard AS2444-2001.</li> <li>• Is not of at least 20B capacity and fitted with a hose.</li> <li>• Fire extinguisher is not located in a readily accessible position.</li> <li>• Is not securely restrained.</li> <li>• Is not maintained in a fully charged and usable condition with current testing identification.</li> <li>• Is not of correct type for application.</li> <li>• When vehicle is operated on long trips outside urban areas and when fitted with an integral luggage compartment, vehicle does not have an additional fire extinguisher of above specification mounted in a bin or boot near the underfloor or engine.</li> </ul>



### 3.7 Structural Inspections

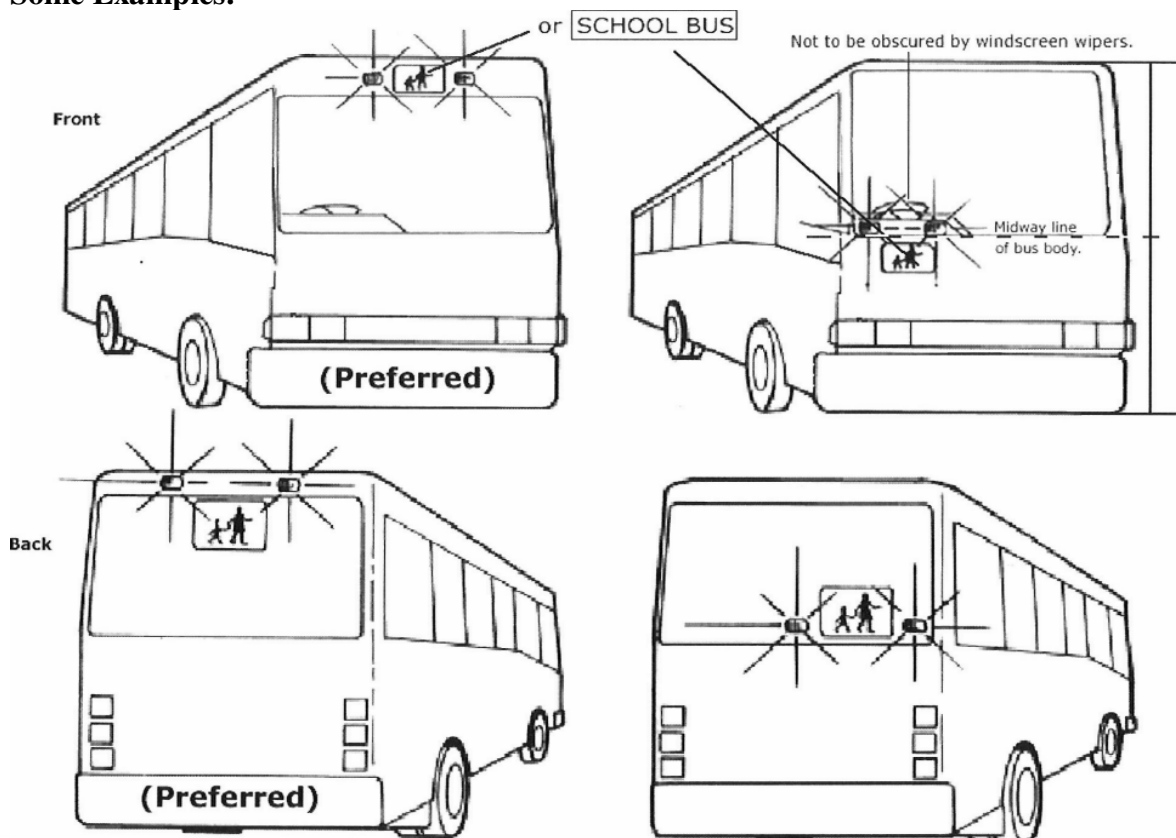
CHECK	REASONS FOR NON-COMPLIANCE
<b>Structural Inspections</b>	<ul style="list-style-type: none"> <li>There are signs of corrosion of the frame, rust stains, loose rivets, loose or rusted panels. <i>(Note: This may require that selected body panels be removed to allow inspection of the bus body framework).</i></li> </ul>
<b>Compulsory Inspection (20 year old buses)</b>	<ul style="list-style-type: none"> <li>Any heavy omnibus that has not had a frame inspection within the year prior to it reaching 21 years of age.</li> <li>Repairs not carried out to a prescribed standard</li> </ul>
<b>Life Extensions</b>	<ul style="list-style-type: none"> <li>Any Open, Regional or Local omnibus, once having reached the end of its service life, has not undergone a service life extension and been approved by an Approved Person under the S13 code.</li> </ul>

### 3.8 School bus warning signs and lamps

CHECK	REASONS FOR NON-COMPLIANCE
<b>School Bus Warning Signs and Lamps</b>  <i>(Refer to requirements of Schedule 1 of the Transport Operations (Passenger Transport) Standard 2000) below.</i>	<p><b>Any School Bus entering into service prior to 1 October 1999</b></p> <ul style="list-style-type: none"> <li>Two flashing yellow lamps are not fitted to the front and rear of the bus.</li> <li>The flashing yellow lamps are not mounted as high and as widely spaced laterally as practicable.</li> <li>The flashing lamps, when lit, do not emit a light which, in direct sunlight, is visible for at least 200 metres to vehicles approaching from the front and rear.</li> <li>The flashing lamps are not capable of being activated simultaneously by the driver from the driver's normal driving position when the vehicle is stationary.</li> <li>A sign, displaying the words SCHOOL BUS in black lettering not less than 100mm in height and not less than 60mm in width on a yellow background is not fitted to the front and rear of the vehicle.</li> <li>The signs are not mounted as far as practicable in close proximity to the yellow lamps.</li> </ul> <p><b>Any School Bus entering into service on or after 1 October 1999</b></p> <ul style="list-style-type: none"> <li>The vehicle is not fitted with warning lamps and signs at the front and rear of the bus as per prescribed standard.</li> </ul>

## Any School Bus entering into service on or after 1 October 1999 – Requirements of Schedule 1 of the *Transport Operations (Passenger Transport) Standard 2000*

### Some Examples:



### Number and location of warning signs

- (1) The bus must have 2 warning signs—
  - (a) 1 of which is fitted at the front, and the other of which is fitted at the rear of the bus on the inside or outside of the bus; and
  - (b) each of which is visible from outside the bus.
- (2) However, a warning sign may be fitted on the inside of the bus only if the sign is as visible, the same colour, and not significantly dimmer than it would be if it were fitted on the outside of the bus at the front or rear of the bus.

### Example—

a warning sign fitted behind a clear back window

- (3) Also, the warning sign must not be fitted where it obscures the driver's vision or hinders the use of an emergency exit.

### Content, size, shape and material of warning signs

- (1) A warning sign on the front of the bus must display—
  - (a) the words 'school bus' in capital letters at least 100mm high in the vertical plane; or
  - (b) the required image.
- (2) A warning sign on the rear of the bus must display the required image.
- (3) A warning sign displaying the required image must—

- (a) be rectangular; and
  - (b) either—
    - (i) if any of the warning lights are on the warning sign—be at least 550mm wide and 400mm high in the vertical plane; or
    - (ii) otherwise—be at least 400mm wide and 250mm high in the vertical plane; and
  - (c) have a black border; and
  - (d) have black graphics; and
  - (e) be coated, other than over the border or graphics, with retro-reflective material that—
    - (i) is yellow; and
    - (ii) is of class 1 or 2 as described in AS 1906; and
    - (iii) complies with AS 1906.
- (4) The minimum height under subsection (3)(b) of a warning sign is based on the sign being mounted vertically.
- (5) However, a warning sign may be lower than the minimum height in the vertical plane if—
- (a) either—
    - (i) any of the warning lights are on the warning sign—the warning light is at least 400mm high measured from its top to its bottom; or
    - (ii) the warning light is at least 250mm high measured from its top to its bottom; and
  - (b) the warning light is mounted on a surface that is not more than 15° from the vertical.
- (6) Accordingly, if the surface of the bus at a place where a warning sign may be fitted is more than 15° from the vertical, a warning sign may be fitted at the place if—
- (a) the warning sign complies with subsection (5)(a); and
  - (b) the warning sign is mounted on a separate surface so that the sign can stand vertically or otherwise stand at not more than 15° from the vertical.
- (7) Also, a warning sign may be fitted flush to a surface of the bus, at a place where a warning sign may be fitted, that is more than 15° from the vertical if the sign is made tall enough to achieve the minimum vertical height.
- (8) In this section— ***required image*** means an image of 2 children in the same proportions as the children in AS 1743, image W6-3, with the image of the taller child at least 230mm high.

### **Number and location of warning lights**

- (1) The bus must have a pair of warning lights—
  - (a) 1 of which is fitted at the front, and the other of which is fitted at the rear of the bus on the inside or outside of the bus; and
  - (b) each of which is visible from outside the bus.
- (2) However, a warning light may be fitted on the inside of the bus only if the light from the warning light is the same colour as, and not significantly dimmer than it would be if the warning light were fitted on the outside of the front or the rear of the bus.

**Example**— a warning light fitted behind a clear windscreen

- (3) Also, a warning light must not be fitted where it obscures the driver's vision or hinders the use of an emergency exit.
- (4) A warning light must be fitted—
- (a) on the left and right side of, and the same distance from, the centre of the warning sign that is on the same end of the bus as the warning light; and
  - (b) so the warning lights are at least 300mm apart; and
  - (c) so no part of the bus, including parked or operating windscreen wipers, obstructs the light displayed by the warning light—
    - (i) within an arc, in the horizontal plane, from 30° to the left to 30° to the right of the centre of the warning light; or
    - (ii) within an arc, in the vertical plane, from 10° above to 10° below the centre of the warning light; and
  - (d) so the lens of the warning light is not over 100mm from the warning sign that is on the same end of the bus as the warning light.
- (5) However, a warning light on an end of the bus may be on the warning sign that is on the same end of the bus if the words or image on the sign are not obscured.
- (6) Warning lights on the same end of the bus must be fitted—
- (a) at the same height; and
  - (b) as high as practicable; and
  - (c) so no part of the lens of each light is lower than midway between the highest and lowest points on the body of the bus at that end of the bus.
- (7) If the centres of warning lights on the same end of the bus are less than 1.8m above ground level, no part of the warning lights, or warning sign, on that end of the bus may be on the left side of the bus.

### **Lens and light of warning lights**

Each warning light must—

- (a) have a lens with an effective lit lens area of at least 60cm<sup>2</sup>; and
- (b) emit a yellow light that has been tested under the test procedure stated in ADR 6/00 and found to have a luminous intensity of at least the amounts mentioned in the following table when measured at the angles mentioned in the table; and
- (c) emit about the same amount of light as the other warning light of the pair; and
- (d) be aimed so the beam from the light is focused—
  - (i) parallel to the road; and
  - (ii) parallel to the longitudinal centre line of the bus; and
- (e) be built and adjusted so it can not dazzle the driver of another vehicle.

### **Note:**

- Indicator lights complying with ADR 6/00 are unsuitable for use as warning lights because the luminous intensity levels in the table are much brighter than the level required for an indicator light to comply with ADR 6/00.

vertical axis	Luminous intensity of warning light, in candela								
	horizontal axis								
	-30 <sup>0</sup>	-20 <sup>0</sup>	-10 <sup>0</sup>	-5 <sup>0</sup>	0 <sup>0</sup>	5 <sup>0</sup>	10 <sup>0</sup>	20 <sup>0</sup>	30 <sup>0</sup>
10 <sup>0</sup>				50	80	50			
5 <sup>0</sup>		180	320	350	450	350	320	180	
0 <sup>0</sup>	75	450	1000	1250	1500	1250	1000	450	75
-5 <sup>0</sup>	40	270	450	570	600	570	450	270	40
-10 <sup>0</sup>				75	75	75			

### Operation of warning lights

(1) The bus must—

- (a) have a visible or audible signal that tells the driver of the bus when the warning lights are on; and
- (b) be fitted with a switch that allows the driver, from the driver's normal driving position to turn on, or turn off, simultaneously all warning lights fitted to the bus.

(2) When operating—

- (a) the warning lights on the same end of the bus must flash alternately; and
- (b) the warning lights must emit regular flashes of light at a rate of at least 90, and not over 180, flashes a minute.

(3) The warning lights must operate automatically when a door on the bus opens and continue to operate—

- (a) while a door is open; and
- (b) for at least 10 seconds, but not more than 20 seconds, after all doors of the bus have closed.

### 3.9 Wheelchair accessible taxi requirements

CHECK	REASONS FOR NON-COMPLIANCE
<b>Body dimensions</b>	<ul style="list-style-type: none"> <li>The interior does not have a workable floor area capable of accommodating one T90 wheelchair and at a minimum, one T50 wheelchair as per Table 7 below.</li> <li>Where side entry is preferred, there is not sufficient room for the wheelchairs to be maneuvered through 90 degree to enable forward restraint of the wheelchairs and occupants.</li> <li>The wheelchair door entry does not provide for a minimum door entry height as specified for the T90 wheelchair in Table 7.</li> <li>Passenger window height does not finish at a minimum of 1270mm above floor level, to allow passengers to see out of the vehicle.</li> </ul>

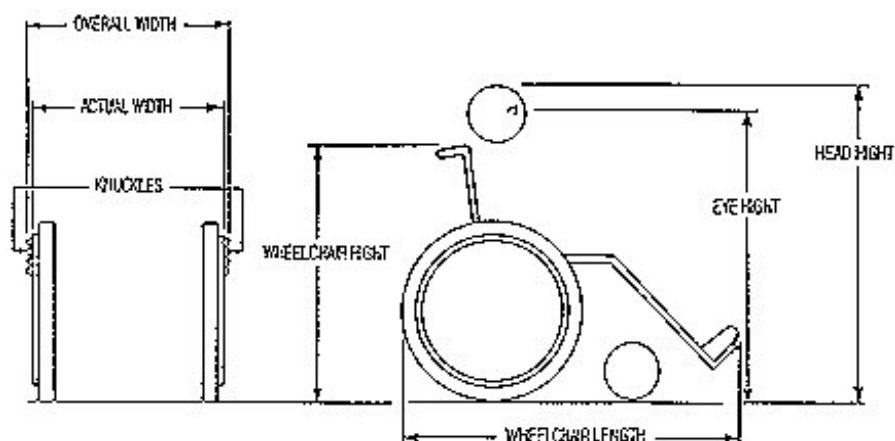


TABLE 7

	Wheel chair Length	Overall Width	Wheel chair Width	Wheel chair Height	Head Height	Eye Height	Required Roof Height	Door Entry Height
T50	1170 mm	690 mm	650mm	955mm	1250mm	1160mm	1500mm	1400 mm
T90	1335 mm	785mm	705mm	1090mm	1360mm	1270mm	1500mm	1400 mm

CHECK	REASONS FOR NON-COMPLIANCE
<b>Seating</b>	<ul style="list-style-type: none"> <li>Seating should be designed to be capable of folding clear of the area designated for wheelchair passengers, however seating should be retained in surrounding areas to accommodate passengers travelling with the wheelchair user.</li> </ul>
<b>Stowage Area</b>	<ul style="list-style-type: none"> <li>A stowage area shall be provided for wheelchair restraint systems when not in use.</li> </ul>
<b>Wheelchair Lifts and Ramps</b>  <i>Note: It is preferable as advised under the PT information bulletin that the following equipment be fitted:</i> <ul style="list-style-type: none"> <li>Where wheelchair lifts are fitted, and optional manual backup pump be incorporated with the lift.</li> <li>An automatic circuit breaker be incorporated to isolate the hoist electrical system from the vehicle's electrical system to reduce the likelihood of fire.</li> <li>Where hoist controls are mounted inside the vehicle in a position</li> </ul>	<ul style="list-style-type: none"> <li>The minimum requirement for a taxi fitted with a hoist or ramp shall be in compliance with Australian Standard, AS3856-1-1998 (Hoists and Ramps for People with Disabilities – Vehicle mounted) and AS3856-2-1998 (installation).</li> <li>Where wheelchair lifts are fitted, the lift platform shall be capable of lifting at least 300kg, be at least 800mm wide and have slip resistant surface.</li> <li>Where a wheelchair lift with optional handrail is fitted to the taxi, the handrail must be utilized when transferring the passenger to and from the vehicle.</li> <li>Where ramps are fitted in a taxi, the minimum allowable width is 800mm.</li> <li>The slope of an external boarding ramp shall not exceed 1 in 14 for unassisted access and 1 in 8 for</li> </ul>

<i>accessible to the passenger system, and isolation switch be incorporated to avoid inadvertent operation of the hoist.</i>	<p>unassisted access where the ramp length is less than 1520mm.</p> <ul style="list-style-type: none"> <li>The slope of an external boarding ramp shall not exceed 1 in 4 for assisted access.</li> <li></li> </ul>
<b>Wheelchair and Occupant Restraint Assemblies</b>	<ul style="list-style-type: none"> <li>The minimum standard for wheelchair and occupant restraint assemblies shall meet the requirements of AS2942-1994.</li> <li>A lap-sash belt must be fitted for each seating position.</li> <li>Occupants and wheelchairs must be secured facing forwards.</li> <li>Provision shall be made for the rapid release of both the wheelchair and occupant restraint in the case of an accident or emergency.</li> </ul>
<b>Air-conditioning</b>	<ul style="list-style-type: none"> <li>Vehicles shall be fitted with air-conditioning that provides for both the driver and passengers needs.</li> </ul>
<b>Heating</b>	<ul style="list-style-type: none"> <li>Vehicles shall be fitted with heating that provides for both the driver and passengers needs.</li> </ul>
<b>Reversing Warning Buzzer</b>	<ul style="list-style-type: none"> <li>Vehicles shall be fitted with reversing warning buzzers.</li> </ul>
<b>Interior Lighting</b>	<ul style="list-style-type: none"> <li>Interior lighting shall be provided along with wheelchair lift or ramp lighting.</li> </ul>
<b>ADR Compliance</b>	<ul style="list-style-type: none"> <li>The vehicle shall comply with the Australian Design Rules.</li> <li>Modifications to the vehicle have to be checked and approved by an Authorised Officer under the Department of Transport and Main Road's Authorised Officer's Scheme who will issue a Certificate of Modification and fit a modification plate to the vehicle.</li> </ul>

### 3.10 Buses and Tourist Service

CHECK	REASONS FOR NON-COMPLIANCE
<b>Tail-shaft Guard</b>	<ul style="list-style-type: none"> <li>Are not fitted as required.</li> <li>Are not fitted so as to prevent a damaged tail-shaft from striking the ground.</li> <li>The equipment is not fitted or is not in working order.</li> </ul>

<b>Additional Equipment</b> <i>(If a tourist service is of more than 1 day's duration, the following equipment must also be fitted to the vehicle and be in working order)</i>	<ul style="list-style-type: none"> <li>• Are not fitted with the following equipment:               <ul style="list-style-type: none"> <li>(a) winch;</li> <li>(b) first aid kit;</li> <li>(c) Royal Flying Doctor radio or a telephone that operates in conjunction with a satellite.</li> </ul> </li> </ul>
<b>Power-Train Retarders</b>	<ul style="list-style-type: none"> <li>• Are not fitted as required.</li> <li>• Are not fitted if carrying School Children to or from school on a descending road notified under <i>Transport Operations (Passenger Transport) Standard 2000</i> as a road on which a bus must not carry standing passengers.</li> </ul>



## SECTION 4 - DRIVER TRAINING VEHICLE SPECIFIC

**Objective:** To ensure that the vehicle provided for pre-licence driver training is fitted with the appropriate equipment when the vehicle is being used on a road for training purposes

### 4.1 Additional Equipment

CHECK	REASONS FOR NON-COMPLIANCE
<p><b>Training Controls</b>  <i>(Training Controls are usually fitted under a Type Approval and listed in the Compliance Manual)</i></p> <p><i>Training controls, for a car, means:</i>  <i>(a) If the car has automatic transmission - dual foot brake and accelerator controls; or</i>  <i>(b) If the car has manual transmission - dual foot brake and clutch controls.</i></p>	<ul style="list-style-type: none"> <li>• Not approved by the department.</li> <li>• Modification is not performed in accordance with approved plans.</li> <li>• Installation of training (dual) controls does not give safe and unrestricted use of original controls as well as the additional controls.</li> <li>• The training controls do not perform their intended function.</li> <li>• The auxiliary brake pedal is not securely attached to its pivots.</li> <li>• The auxiliary brake pedal is not fitted with a non-slip pad.</li> <li>• The installation of the auxiliary controls must not inhibit, in any way, the operation of any functions or equipment (e.g. heater demister, air conditioning etc.) offered as standard equipment by the vehicle manufacturer.</li> <li>• The auxiliary controls must be positioned so that the height of the pedals, direction of travel and the distance from the seat is similar to the driver's side controls.</li> <li>• A sign, if controls are only classified as <b>Auxiliary Driver Training Controls</b>, is not permanently mounted on dashboard adjacent to the operator of the auxiliary controls.  <i>(Note: Certified Dual Controls do <u>not</u> require a sign to be fitted).</i></li> <li>• Sign not printed in bold black letters, 5mm high, on a yellow background, as follows:  <b>CAUTION: THIS AUXILIARY BRAKE CONTROL IS FOR DRIVER TRAINING ONLY. IT MAY NOT PROVIDE FULL CONTROL OF THE VEHICLE'S BRAKING SYSTEM.</b></li> </ul>
<p><b>Rear Vision Mirror</b></p>	<ul style="list-style-type: none"> <li>• An additional rear vision mirror for the driver trainer is not fitted and not in a serviceable and functional condition.</li> </ul>

<p><b>L plates</b></p> <p><i>(Required way, for the fitting of L plates to the front and rear of a car, means the L character on each of the L plates is visible from 20 metres away at any point within an arc of 45 degrees from the surface of each of the L plates above or to either side of the car).</i></p> <p><i>(Required way, for the display of an L plate at the rear of a motorbike, means so the L character on the L plate is visible from 20 metres away at any point within an arc of 45 degrees from the surface of the L plate above or to either side of the motorbike).</i></p>	<ul style="list-style-type: none"> <li>• Plates are not fitted to the front and rear of the vehicle in the required way.</li> <li>• Plates are not conspicuously displayed.</li> <li>• Plates are not in good condition.</li> </ul>
<p><b>Driver Trainer's Name and Accreditation Number</b> <i>(If trainer operates under registered business name)</i></p>	<ul style="list-style-type: none"> <li>• Registered business name and address of driver trainer's principal place of business is not displayed.</li> </ul>
<p><b>If the driver trainer is an employee of another person carrying on the business of driver training</b></p>	<ul style="list-style-type: none"> <li>• The persons name and address, or if registered business, the registered business name and address of driver trainer's principal place of business, is not displayed.</li> </ul>

## SECTION 5 - LICENCED TOW TRUCK

**Objective:** *To ensure that all tow trucks and associated equipment are maintained in a serviceable condition and that they provide the necessary load carrying capacity in accordance with prescribed standards.*

### Tray or Platform Tow Trucks

This part applies only to a licenced tow truck that is a tray tow truck or platform tow truck. Licenced tow trucks are classified as one of the following:

- Class 1T
- Class 2T
- Class 3T
- Class 4T
- Class 5T

A tow truck must have a load carrying capacity appropriate to the loaded mass of any motor vehicle it is required to carry for its class.

#### 5.1 Tray or Platform Tow Truck Carrying Capacity

CHECK	REASONS FOR NON-COMPLIANCE
Class 1T load capacity	<ul style="list-style-type: none"> <li>• Less than 2.4 tonnes.</li> </ul>
Class 2T load capacity	<ul style="list-style-type: none"> <li>• Less than 5.5 tonnes.</li> </ul>
Class 3T load capacity	<ul style="list-style-type: none"> <li>• Less than 11 tonnes.</li> </ul>
Class 4T load capacity	<ul style="list-style-type: none"> <li>• Less than 16 tonnes.</li> </ul>
Class 5T load capacity	<ul style="list-style-type: none"> <li>• Less than 100 kg and is not equipped with a rack able to hold a motorbike in a secure position.</li> </ul>

### Tow Trucks other than Tray or Platform Tow Trucks

This part applies only to a licenced tow truck other than a tray tow or platform tow truck. Licenced tow trucks are classified as follows:

- Class 1
- Class 2
- Class 3
- Class 4

A tow truck must have a load carrying capacity appropriate to the loaded mass of any motor vehicle it is required to carry for its classification.

## 5.2 Other than Tray or Platform Tow Truck Carrying Capacity

CHECK	REASONS FOR NON-COMPLIANCE
<b>Class 1</b>	<ul style="list-style-type: none"> <li>• Is not fitted with dual wheels on the rear axle or axles.</li> <li>• Does not have a load capacity of at least 1.2 tonnes.</li> <li>• Is not equipped with a crane or hoist with a safe working load of at least 1 tonne.</li> <li>• Is not limited to the lifting and carrying or towing of motor vehicles with a loaded mass of not more than 2 tonnes.</li> </ul>
<b>Class 2</b>	<ul style="list-style-type: none"> <li>• Is not fitted with dual wheels on the rear axle or axles.</li> <li>• Does not have a load capacity of at least 3 tonnes.</li> <li>• Is not equipped with a crane or hoist with a safe working load of at least 2.5 tonnes.</li> <li>• Is not limited to the lifting and carrying or towing of a motor vehicle with a loaded mass of not more than 5 tonnes.</li> </ul>
<b>Class 3</b>	<ul style="list-style-type: none"> <li>• Is not fitted with dual wheels on the rear axle or axles.</li> <li>• Does not have a load capacity of at least 6 tonnes.</li> <li>• Is not equipped with a crane or hoist with a safe working load of at least 5 tonnes.</li> <li>• Is not limited to the lifting and carrying or towing of a motor vehicle with a loaded mass of not more than 10 tonnes.</li> </ul>
<b>Class 4</b>	<ul style="list-style-type: none"> <li>• Is not fitted with dual wheels on the rear axle or axles.</li> <li>• Does not have a minimum gross combination mass of 25 tonnes.</li> <li>• Is not equipped with: <ul style="list-style-type: none"> <li>➤ tandem or tri rear axle group;</li> <li>➤ a power operated winch; and</li> <li>➤ a crane or hoist having a safe working load of at least 5 tonnes.</li> </ul> </li> </ul>

## 5.3 Equipment and Identification

CHECK	REASONS FOR NON-COMPLIANCE
<b>Illuminated Sign</b>	<ul style="list-style-type: none"> <li>• More than one illuminated sign is fitted.</li> <li>• Incandescent bulb is not of constant intensity.</li> <li>• Illuminated surface area of sign is more than 3000 square mm.</li> </ul>

<p><b>Dolly wheel equipment</b></p> <p><i><b>Note:</b> Dolly wheel equipment must comply with <u>all</u> of the stated requirements.</i></p>	<ul style="list-style-type: none"> <li>• Is used in conjunction with other than a Class 1 Tow Truck; and</li> <li>• Is more than 2.5 metres in overall width; and</li> <li>• Is not equipped with suitable curved tyre saddles of sufficient length to adequately support the load; and</li> <li>• Does not have a load capacity of at least 1.2 tonnes; and</li> <li>• Is not fitted with adequate means to restrain the particular axles of the motor vehicle being supported by the dolly wheels before and during towing; and</li> <li>• Is not conspicuously marked in letters and figures of not less than 50mm in height and 25mm in width as follows: <b>“Max. load 1.2 tonnes”</b></li> </ul>
<p><b>Winch</b></p>	<ul style="list-style-type: none"> <li>• Is not adequately mounted.</li> <li>• Winch rope is frayed, kinked or otherwise damaged so as to reduce its safe working load.</li> <li>• Rope is not rewound on drum in a correct manner.</li> <li>• Any rope eye crimps do not meet the appropriate standards.</li> </ul>
<p><b>Load supporting equipment</b></p>	<ul style="list-style-type: none"> <li>• Equipment with sufficient means for supporting a load in its raised position while under tow is not located in vehicle.</li> <li>• Spacer bars and safety chains are cracked, broken, or otherwise damaged to the point where the component is weakened or failure of the component is likely to occur.</li> </ul>
<p><b>Markings and Signs</b></p>	<ul style="list-style-type: none"> <li>• A tow truck does not display on both sides of the vehicle: <ul style="list-style-type: none"> <li>➤ the name, business address and telephone number of the licence or towing permit holder;</li> <li>➤ classification of the tow truck;</li> <li>➤ the licence or permit number of the tow truck.</li> </ul> </li> <li>• Markings are not clearly legible at a distance of 30 metres.</li> <li>• Any markings or signs on or attached to a tow truck that would make the use of the vehicle unsafe or cause injury, annoyance or distraction to any person.</li> <li>• Any markings placed on the tow truck other than words, including abbreviations of words, figures and punctuation marks, are more than 1000 square cm in area.</li> </ul>

## SECTION 6 - DANGEROUS GOODS VEHICLE SPECIFIC

**Objective:** - To ensure that special purpose vehicles and equipment involved in the land transport of Dangerous Goods have been prepared, constructed or serviced in accordance with the relevant Australian Standards and the Australian Dangerous Goods Code.

### Inspection of Road Tank Vehicles for Dangerous Goods

This section relates and applies to all dangerous goods road tank vehicles that are inspected as required for Vehicle Registration.

Standards referred to:

AS2809 – Part 1: General requirements for all road tank vehicles AS2809 – Part 2: Road tank vehicles for flammable liquids AS2809 – Part 3: Road tank vehicles for compressed liquefied gases AS2809 – Part 4: Tankers for toxic and corrosive cargoes AS2809 – Part 5: Tankers for bitumen- based products AS2809 – Part 6: Tankers for cryogenic liquids AS1210 – SAA Unfired Pressure Vessels Code AS2022 – SAA Anhydrous Ammonia Code AS/NZ 3711.6 – Freight Containers: Tank containers
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Meaning of terms used

" <b>ADG Code</b> " means the 7 <sup>th</sup> edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail Code 7 <sup>th</sup> edition (ADG7).
" <b>road tank vehicle</b> " means a road vehicle of which a tank forms part or to which a tank, other than a portable tank, is attached.
" <b>tank</b> " means a receptacle for dangerous goods, that is fitted with service and structural equipment necessary to contain the dangerous goods (ADG7 1.2.1.2.14).
" <b>compliance plate</b> " means a corrosion resistant metal plate permanently attached to the tank or its mounting in a conspicuous place readily accessible for inspection (ADG7 6.9.2.2).
" <b>competent authority</b> " means (if a reference in relation to the State, and if the context permits), the chief executive.

### **Before and during Inspections**

All road tank vehicles presented for inspection should be nominally empty, meaning the tank is empty but not necessarily 'free from dangerous goods' i.e., it still contains residue.

Although the road tank vehicles may be empty, because it is not 'free from dangerous goods' the vehicle must be driven by a person with a valid Dangerous Goods Driver Licence. The driver must remain with the vehicle at all times and be able to render assistance as required.

**The following points should also be considered:**

- The vehicle must display placards relevant to the dangerous goods residue in the tank in accordance with the ADG Code;
- Transport Documentation indicating that there is residue in the tank in accordance with the ADG Code, must be available in the emergency information holder;
- The vehicle must not be parked within 8 metres of another road tank vehicle; and
- A current Dangerous Goods Vehicle Licence Label must be displayed on the vehicle, see example below.



## 6.1 Tank (Compliance Plate)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Compliance plate</b>	<ul style="list-style-type: none"> <li>• Plate is not fitted.</li> <li>• Illegible information is on the plate.</li> <li>• Information on the plate appears to be altered.</li> <li>• Plate is not durable and non-corrosive.</li> <li>• Plate is not stamped, embossed or marked in a permanent manner.</li> <li>• Is not securely attached to the tank or its mounting.</li> <li>• Is not clearly visible when the tank is placed on the vehicle.</li> <li>• Where an applicable standard specifies a location for the plate to be placed, it is not fitted in that location (<i>Note: In most cases, the plate is located in the front left hand side of the vehicle on or near the skid plate</i>).</li> <li>• The plate is not relevant to the vehicle to which it is attached. (<i>Note: Where an old plate is attached on a new vehicle (mainly on rigid tanker vehicles often referred to as re-horsing) be aware of plates that appear to be damaged or re-attached. The plate could have come off another vehicle</i>).</li> </ul>
<b>Information on the compliance plate fixed to a tank vehicle or tank</b>	<ul style="list-style-type: none"> <li>• Any of the information below is not included: <ul style="list-style-type: none"> <li>➤ the name of the manufacturer of the tank</li> <li>➤ the date the tank was manufactured</li> <li>➤ the serial number</li> <li>➤ the maximum allowable working pressure for the tank</li> <li>➤ the test pressure</li> <li>➤ the metallurgical design temperature of the tank if the temperature is above 50°C or below -20°C</li> <li>➤ the capacity of the tank</li> <li>➤ the maximum mass of dangerous goods that may</li> </ul> </li> </ul>



	<p>be transported in the tank under the design approval</p> <ul style="list-style-type: none"> <li>➤ the maximum gross mass of the tank</li> <li>➤ the name of the Competent Authority who granted the approval and the approval number</li> <li>➤ the initial hydraulic test date and subsequent test dates for the tank</li> <li>➤ the name of the authority or organisation that witnessed the last hydraulic test</li> <li>➤ if the design approval is based on compliance with an Australian Standard or other standard or code, the standard or code to which the tank or vehicle has been designed</li> <li>➤ Any information is false, misleading or has been altered</li> </ul> <p><i>(Note: The approval number is a design approval number, therefore the same approval number can appear on a number of tankers that are the same in every aspect. The subsequent hydraulic test dates may also appear on another plate).</i></p>
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## 6.2 Tank (Attachment)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Tanks</b> <i>(forms part of the vehicle)</i>	<ul style="list-style-type: none"> <li>• Is not securely fastened to the vehicle.</li> <li>• Is not attached in accordance with AS 2809.</li> <li>• Is not contained within the periphery of the vehicle  <i>(Note: If so, the original design has been altered).</i></li> <li>• Any nuts, bolts or other fasteners are missing, damaged or not secure.</li> <li>• Any mismatched nuts or bolts, including different rated nuts or bolts, are utilised within the same function area on the vehicle.</li> </ul>
<b>Tanks</b> <i>(attached to vehicle etc. twist locks)</i>	<ul style="list-style-type: none"> <li>• There is lack of positive indent to the locking and unlocking of the operation using the handle (<i>i.e. shifting the locking bar from the lock to open then to lock positions with a simple swing of the finger</i>).</li> <li>• There is damage or excessive wear to washers or other parts of the device.</li> <li>• Are not securely fastened to the vehicle.</li> <li>• Are not contained within the periphery of the vehicle  <i>(Note: If so, the original design has been altered).</i></li> <li>• Any nuts, bolts or other fasteners are missing, damaged or not secure.</li> <li>• Any mismatched nuts or bolts, including different rated nuts or bolts, are utilised within the same function area on the vehicle.</li> </ul>



### 6.3 Tank (Condition)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Cracks</b>	<ul style="list-style-type: none"> <li>• There are any cracks above skid plate.</li> <li>• There are any cracks in areas where front and rear bulkheads meet chassis sub-frame.</li> <li>• There are any cracks in other highly stressed areas.</li> <li>• There is any crack which has entered the tank or will enter the tank.</li> <li>• There is any presence of product around the inspection hole or bolts plugging the inspection hole (<i>Note: These inspection holes are located between the internal bulkheads and stiffening rings to indicate evidence of weld failures between inner compartment</i>).</li> <li>• There are any cracks that have been repaired poorly or in an unprofessional manner.</li> </ul>
<b>Welding</b>	<ul style="list-style-type: none"> <li>• There are any signs of failure within the hot area of a weld.</li> <li>• There is evidence of any weld on top of welding that has been done in an unprofessional manner.</li> <li>• There is evidence of any welding repair to cracks done in an unprofessional manner.</li> <li>• Any item is welded directly onto the shell of the tank without being first-attached to a mounting pad.</li> </ul>
<b>Valves and Fittings</b> <i>(Including but not limited to:- Manholes, Hatch Covers, Fill Fittings, Vapour Vents, Coaming Vents, Overfill Protection Fittings, Foot Valves, Outlet Valves/Adaptors, Vapour Recovery Fittings, Dip Fittings, PVV Vents, Emergency Shut-Off Valves, Drive away protection and Valve Operating Equipment, Sight Glasses and Inline Sight Glasses).</i>	<ul style="list-style-type: none"> <li>• Any valve is not properly located or fitted.</li> <li>• There is evidence of valves, fittings, hatches, vents and seals that show signs of leaks, breaks, cracks or other damage and which may affect the safety and operation of the equipment.</li> <li>• Any locking pins or circlips are missing, damaged or fail to have a positive action.</li> <li>• Clips are missing from pressure and vacuum vents.</li> <li>• Crazing is evident on the inside of Sight Glasses.</li> <li>• Chips or cracks are evident in or on Sight Glasses. (<i>Note: While under the vehicle, look up under the tanker around the bottom discharge fitting and tanker shell for leaks or a build up of road grime in a particular area.</i> <i>You may not be able to inspect all valves or fittings such as those fittings located on the top of the tank. However, if you can safely view the fittings, visually check that the coaming rail is at least 25mm higher than the top of the fittings it is designed to be protecting).</i></li> <li>• No driveaway protection is fitted or is inoperable. (<i>Note: Driveway protection ensures that the vehicle is immobilised during transfers to or from the road tank vehicle).</i></li> </ul>

<b>Hand Rails</b> <i>(Not all tanks are fitted with air operated hand safety rails).</i>	<ul style="list-style-type: none"> <li>Tankers fitted with this device are not operable.  <i>(Note: This device must work. It is a safety feature. Check as for welds).</i> </li> </ul>
<b>Walkways - top of tanker</b>	<i>(Note: Inspectors may not be able to inspect the tread area or the fittings located on the top of the tank. However, if the walkway can be safely viewed, the presence of product spill and general condition should be considered. Loose items stowed in this area such as extra transfer hoses and so on is <u>not</u> acceptable).</i>

## 6.4 Tank (Sub Structure)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Earthing Point</b>	<ul style="list-style-type: none"> <li>A non- corrodible bare metal lug is not welded to the tank or no earthing point system incorporating an earth wire reel system is fitted.</li> </ul>
<b>Spillage Hazards and Drainage</b>	<ul style="list-style-type: none"> <li>Shields or diverters are not fitted to areas where potential spillage or leakage could cause a hazard.</li> <li>Drainage facility is not fitted to tankers with roll – over protection (tanks &gt; 2500 litres).</li> <li>Drains do not prevent liquids from collecting on top of tank.</li> <li>Drains do not discharge to a safe place (that is, clear of the engine/exhaust etc).</li> </ul>
<b>Wiring and Electrical Equipment</b>	<ul style="list-style-type: none"> <li>Cables and joints are exposed.</li> <li>Junction boxes are missing, broken or cracked.</li> <li>Junctions of conduit, boxes or equipment protecting wiring are not sealed.</li> <li>Conduit is not secured or is protruding and causing a hazard.</li> <li>Conduit is not fitted, missing, cracked, broken or not correctly joined.</li> <li>Junction boxes are not fitted, missing, cracked or broken so as to expose joints, or are not properly joined.</li> <li>Connection/s with lights are not adequate.</li> </ul>
<b>Fifth Wheels and Coupler Plates</b>	<ul style="list-style-type: none"> <li>Any Single Plate Double Oscillating fifth wheel is fitted to a road tank vehicle.</li> </ul>
<b>Fire Extinguisher/s</b>	<ul style="list-style-type: none"> <li>On road tank vehicles, fire extinguishers are not located and stowed in accordance with AS 2809.</li> <li>Where two or more fire extinguishers are required for the load area of any vehicle, one is not located on the left (near) side towards the rear of the vehicle and the other is not mounted on the right (off) side towards the front of the vehicle.</li> <li>On the vehicle, it is not located:               <ul style="list-style-type: none"> <li>(a) on the discharge side of road tank vehicle where only one fire extinguisher is required for any; or</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(b) near the driver's door for all other vehicles.</li> <li>• Testing has not been carried out at six month intervals.</li> <li>• Testing is not appropriately recorded on record tag.</li> <li>• Tag is distorted, damaged or instructions are not legible.</li> <li>• Extinguishers are completely discharged or pressure indicator/s are not in correct range.</li> </ul>
<b>Tail-Shaft Protection</b>	<ul style="list-style-type: none"> <li>• No tail shaft protection is fitted to prevent damage to the tank or other liquid carrying component in the event of tail-shaft failure.</li> </ul>
<b>Rear Impact and Rear Under-run Protection (RUP must comply with ADRs)</b> <i>(For bitumen sprayers, the rear work platform, spray piping system and other fittings may be taken into account in assessing the need for a rear bumper).</i>	<ul style="list-style-type: none"> <li>• Is not fitted to vehicles with rear tyres more than 600mm from impact surface of bumper and clearance under the bumper exceeds 600mm.</li> <li>• Width is less than extremities of tank.</li> <li>• System is not attached to chassis.</li> <li>• Impact surface is less than 150mm from tank (<i>Semi Trailers</i>).</li> <li>• Under-run protection is not provided on vehicles with bumper more than 600mm above the ground.</li> <li>• Bumper contact surface is more than 600mm from rear of vehicle.</li> <li>• Bumper does not extend to within 300mm of each side of the vehicle or the tyres are not within 600mm of rear of vehicle.</li> <li>• Under-run material strength is not equivalent to steel tubing 100mm in diameter and 8mm thick.</li> </ul>
<b>Hoses</b>	<ul style="list-style-type: none"> <li>• Hose is not marked with a unique identifying number (hoses normally have a metal tag).</li> <li>• Hose is not tested, for electrical continuity in accordance with AS 1180.13C at intervals of no more than six (6) months.</li> <li>• Hydrostatic pressure testing has not been carried out at intervals required by the relevant Standard, or otherwise not exceeding twelve (12) months.</li> <li>• There is inadequate load restraint of hoses in hose tray.</li> </ul>
<b>Tank/Bulk Container Hydraulic Test</b>	<ul style="list-style-type: none"> <li>• Are not hydraulically tested at 5 year intervals.</li> <li>• Tank fails to meet test pressures as per design standard.</li> </ul>

## 6.5 Vehicle (Specific)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Exhaust</b>	<ul style="list-style-type: none"> <li>• Exhaust does not discharge at a level no lower than the top of the vehicle cabin. <i>(Note: Applies to all dangerous goods vehicles).</i></li> <li>• Any exhaust piping that runs beneath the tank and</li> </ul>

	<p>is not shielded (<i>flammable products</i>).</p> <ul style="list-style-type: none"> <li>Exhaust does not discharge behind the cabin and forward of the tank and at least 1 metre away from any tank opening (<i>flammable products</i>).</li> <li>Exhaust components are faulty, damaged or leaking.</li> <li>Exhaust shields are not fitted as per prescribed standards.</li> <li>Exhaust system has the potential for accidental personal contact during normal operating and servicing conditions.</li> </ul>
<b>Battery Isolation Switch</b>	<ul style="list-style-type: none"> <li>Is not fitted to vehicle or is inoperable.</li> <li>Is not located outside of cabin to the rear of driver.</li> <li>Is not clearly visible.</li> <li>Is not labelled.</li> </ul>
<b>Battery</b>	<ul style="list-style-type: none"> <li>Battery is insecure.</li> <li>Battery is not vented.</li> <li>Battery is not fitted with an acid resistant cover.</li> </ul>
<b>Brakes</b>	<ul style="list-style-type: none"> <li>ABS is not fitted to road tank vehicles used in B/Double combination (<i>VSR requirements not related to ADG Code</i>).</li> </ul>
<b>Vehicle Rollover Device (VRD)</b>	<ul style="list-style-type: none"> <li>Prime mover is not fitted with VRD or VRD device or is inoperable.</li> </ul>
<b>Auxiliary Engines</b>	<ul style="list-style-type: none"> <li>A Spark Ignition Engine is used to power a portable pumping unit/s.</li> <li>If a Compression Ignition Engine is fitted, the pump and associated pipe work are not shielded from the engine of the vehicle by fire shield or other equally effective means.</li> <li>Auxiliary or portable pumping unit is powered by a compression ignition engine not approved by Competent Authority.</li> <li>The intake and exhaust of an auxiliary engine terminates at a level lower than the top of the vehicle cabin.</li> </ul>

## 6.6 Vehicle (Placarding and Road Requirements)

CHECK	REASONS FOR NON-COMPLIANCE
<b>Road Tank Vehicle/Combination Placarding</b> <i>(Dangerous goods in tanks or bulk containers)</i>	<ul style="list-style-type: none"> <li>Class label sign is not fitted or secured to the front of vehicle.</li> <li>Emergency Information Panels are incorrectly positioned on tanker or tank (one at rear and both sides as close to the front of loading area as possible).</li> <li>Emergency Information Panels are not in a substantially vertical plane or too low to the ground</li> </ul>

	<p>(less than 450mm).</p> <ul style="list-style-type: none"> <li>• Emergency Information Panels are not clearly visible (behind a ladder or gate).</li> <li>• Any sign is deteriorated, damaged, faded or not legible.</li> </ul>
<b>Emergency Information Holder</b>	<ul style="list-style-type: none"> <li>• Is not located inside the cabin door or a sign on the door does not give clear directions as to where the Emergency Information Holder is located.</li> <li>• Is not of suitable size and shape to carry information or documents.</li> <li>• Is not marked with words "Emergency Procedure Guides" or "Emergency Information" in red letters at least 10mm. high on a white background.</li> </ul>
<b>Safety Equipment</b> <i>(Reflector Triangles, Eyewash and Fire Extinguishers)</i>	<ul style="list-style-type: none"> <li>• Three double-sided reflector signals that comply with AS 3790, in clean and good condition are not provided.</li> <li>• An Eyewash Kit of at least 250 millilitres, filled and ready for use is not available.  <i>(Note: A soft-drink bottle filled with water is <u>not</u> an eyewash).</i></li> <li>• Appropriate fire extinguishers are not provided: <ul style="list-style-type: none"> <li>➤ All tank vehicles – One 10B dry powder type in Cabin.</li> <li>➤ Non-flammable – One 60B or two 30B dry powder type.</li> <li>➤ Flammable with a capacity less than or equal to 10,000 L or kg – One 60B or two 30B dry powder type.</li> <li>➤ Flammable more than 10,000L or kg – either (a) two 60B dry powder type or (b) one 80B dry powder type and one 20B foam type.</li> </ul> </li> </ul>