

National Heavy Vehicle Inspection Manual

Amendment Summary December 2024

Version 3.1 (December 2024)

The manual has been updated to align with amendments to the Heavy Vehicle National Law and Regulations effective from 16 December 2024 and includes other minor corrections.

General

Updated footer to reference latest version

Application

~~The NHVIM applies to all vehicles that have a gross vehicle mass (GVM) or aggregate trailer mass (ATM) greater than 4.5 tonnes.~~

Intro

~~V2.4 February 2020~~

V3.0 July 2021

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

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Section 1 - Vehicle Identification

1.1 Check the identity of the vehicle

Reasons for rejection

b) VIN on identification (compliance) plate or secure vehicle identification label differs from that stamped into body or chassis

VIN/chassis number/secure vehicle identification marking has been removed, altered or tampered with

Note) If the engine number is not in a conspicuous position, the engine number must be repeated on a

vehicle manufacturer's supplementary label in a conspicuous location.

Note) Where a motor vehicle or trailer mentioned in (f) or (g) is not fitted with an identification plate or secure vehicle identification label, but proof of previous registration in Australia is provided, this is not a reason for rejection.

b) A modified vehicle is not fitted with the appropriate modification plate identifying the modification.

Note) Vehicles fitted with bodies and couplings in NSW prior to 2014 may not have a modification plate affixed with a J and/or P codes.

Section 2 - Brakes

2.1 Check brake components

Reasons for rejection

~~t) Brake linings or pads are missing, broken or loose on their shoes or plates.~~

2.11. Advanced Braking Systems

Reasons for rejection

f) A truck fitted with an advanced braking system is not fitted with a compliant ABS/EBS connector to attach an ABS/EBS equipped trailer (all models 2015 and later).

Section 6 - Structure and body conditions

6.1 Check exterior body panels and fittings

Reasons for rejection

d) The bottom edge of mudguard and/or mudflap at the rear of any vehicle is higher off the ground than 37% of the horizontal distance between the centre of the axle and the mudguard (Figure 6.1 – B must not be more than 37% of A)

Section 7 – Seats and seatbelts

7.4 Supplementary restraint system

b) Vehicles equipped with a SRS has a warning light which is missing, inoperative or indicates a system fault.

7.5 Additional Information - ADR Occupant Restraint Requirements

Application table

Note) These date are for all new vehicle model vehicles, dates for existing model vehicles may be slightly later.

Section 11 – Engine, Driveline and Exhaust

11.1 Check exhaust system

Reasons for rejection

I) Any part of the exhaust system liable to be contacted by a person touching or leaning **on it**, is not protected by suitable guarding **to prevent injury**.

11.3 Check engine and driveline

Reasons for rejection

k) Vehicles manufactured with emission control devices do not have all emission control equipment (**including diesel exhaust fluids**) properly located, connected or are damaged, deteriorated or altered in any way to reduce effectiveness

Section 12 LPG, NG, Hydrogen and Electric Vehicles

Addition ADRs added to section list.

Wording changes to Figure 12.3 number plate labes

12.4. Visually inspect hydrogen system

Reasons for rejection

- p) A generator/re-generation unit does not operate as intended
 - q) Hydrogen system warning light not cycling when ignition is switched “on”.
 - r) High voltage warning label not fitted. (figure 12.4)
 - s) Hydrogen label at the front left or right side of the vehicle is not fitted. (figure 12.4)
 - t) Visual or audible signal not displayed when vehicle first placed into active drive mode (not for vehicles fitted with an ICE).
 - u) Vehicle has electrolyte leaking from HV system.
 - v) Energised HV components are exposed (except for roof mounted charging components)
 - w) Hydrogen cylinders are not labelled (name, serial number, date of manufacturer, type of fuel)
 - x) Label not fitted at refuelling location stating fuel type
- note) Fuel cell electric vehicles (FCEV).
FCEV produce water as part of the fuel cell conversions process. This water is design to drain beneath the vehicle

and as such should not be considered as a reason for rejection.

12.6. Visually inspect hydrogen system

Reasons for rejection

- i) Rechargeable electrical energy storage system (REESS) warning light not cycling when ignition is switched “on”.
- j) High voltage warning label (figure 12.4) not fitted.
- K) Visual or audible signal not displayed when vehicle first placed into active drive mode (not for vehicles fitted with an ICE).
- l) Vehicle has electrolyte leaking from HV system.
- m) Energised HV components are exposed (except for roof mounted pantograph style charging components)

Section 14 – Trailers

Figure 14.2 Check trailer brakes and breakaway protection

Reasons for rejection

b) A trailer’s brakes do not apply automatically when any trailer service hose coupling or connection is disconnected or the operating pressure falls below the recommended operating level

note) Not all axles are required to apply brakes in this scenario.

Section 16 – Vehicle Dimensions

16.1 Width

Reasons for rejection

a) The width exceeds 2.5 metres or 2.55m for a Safer Freight Vehicle.

Note) A Safer Freight Vehicle is a motor vehicle which complies with the following requirements, so far as they are

Applicable (excluding buses)—

- (a) ADR 14/03 - Indirect vision devices or a later version;
- (b) ADR 35/07 – Heavy Vehicle Braking or a later version;
- (c) ADR 97/00 - Advanced Emergency Braking or a later version;
- (d) ADR 99/00 – Lane Departure Warning System or a later version;
- (e) ADR 105/00 Blind Spot Information Systems) or a later version (vehicles manufactured after November 2025 has a GVM of more than 8t and only vehicle from November 2025);
- (f) ADR 106/00 - Side Underrun Protection or a later version; (N/A for cab chassis and prime movers) or a later version;
- (g) ADR 13/00 – Installation of Lighting and Light-signalling Devices on other than L-Group Vehicles (Conspicuity markings) or a later version.

Table 16.1 Summary of items excluded from width

Item	Limit (Component)	Limit (Grouped)
ADR indirect vision device (i.e. rear vision mirror, rear vision camera, Class V mirror)	ADRs set limit for each component	N/A
Blind Spot Information System	Max width across vehicle inc. sensors - 2.60m.	N/A
Signalling devices, side marker lights and reflectors	ADRs set limit for each component	N/A
Removable load restraint	Max width across vehicle inc. device - 2.55m.	N/A
Load induced tyre bulge	Nil.	N/A
Central tyre inflation systems#	100mm	N/A
Non-ADR indirect vision device (i.e. 360° cameras)	100mm	
Cross-view mirror	100mm	
Automated driving system devices	100mm	Any combination of devices fitted in this group cannot increase the overall width of the vehicle by more than 100m
Permanently affixed webbing assembly-type devices	Max width across vehicle inc. devices - 2.55m.	
Tyre pressure gauges	100mm#	
Wheel-mounted anti-skid devices	100mm#	

No limit for vehicles built prior to 1 October 2023.

16.3 Length

Reasons for rejection

Note) This is to be measured without taking into account any items listed in Table 16.2.

Table 16.2 Summary of items excluded from length

Item	Limit
Cross-view mirrors	250mm
ADR indirect vision device (i.e. rear vision mirror, rear vision camera, Class VI mirror)	ADRs set limit for each component
Non-ADR indirect vision device (i.e. 360° cameras)	250mm
Automated driving system devices	250mm

Figure 16.6) amended Semitrailer dimension.

16.3 Appendix B

Table B.1) Included J4 and corrected R1 title.