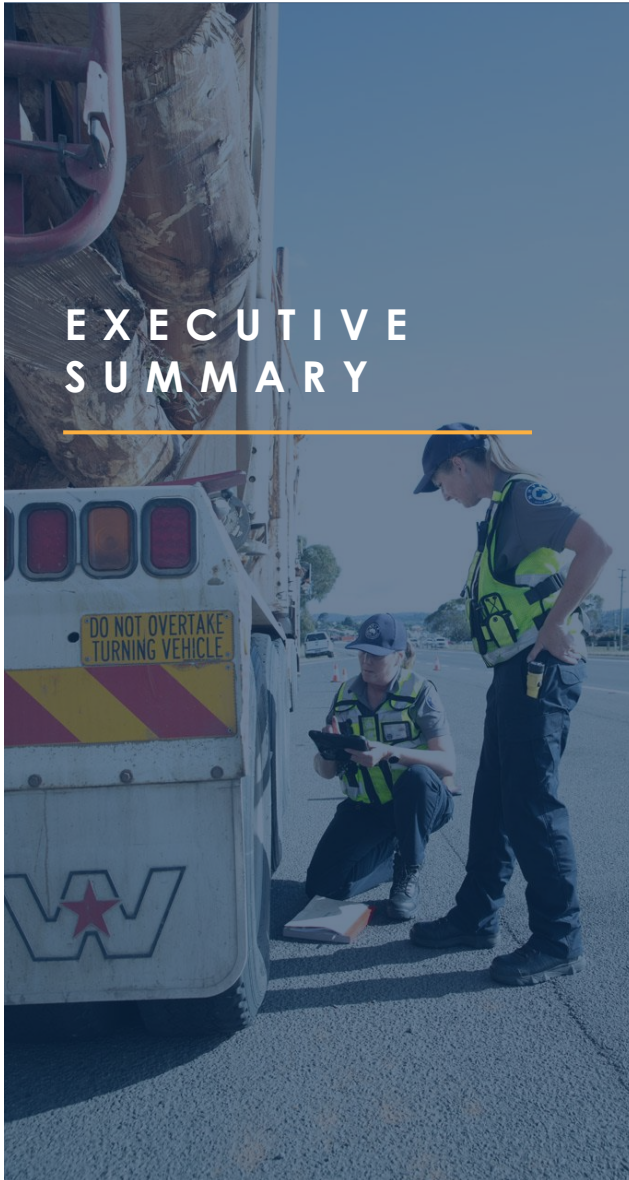


NATIONAL ROADWORTHINESS SURVEY 2024

A health check of Australia's
heavy vehicle fleet
Buses & Coaches

APRIL
2025





EXECUTIVE SUMMARY

BUS AND COACH INSPECTIONS

Overall, in the NHVR Roadworthiness Survey, **1,282 buses and coaches** were inspected.

The majority of buses and coaches were intercepted in the same jurisdiction to which they were registered.

The average age of buses and coaches on Australian roads is **10.7 years**, with a median mileage of almost **375,000 km**.

OVERVIEW OF NON-CONFORMITIES

11% of buses/coaches inspected had **at least one non-conformity**, which is stable with the level of conformity seen in 2021 (8%). The incidence of non-conformity remains well below 2016 levels.

The majority of non-conformities were given at most a **minor defect notice** (i.e. the continued use of the vehicle on road poses a safety risk, but the risk is not deemed as imminent or serious). The highest level of non-conformity was minor for **5% of units**.

The highest level of non-conformity was a **self-clearing defect** for 5% of buses and coaches, which is an increase from 3% in 2021. 'Self-clearing' refers to a non-conformity where the use of the vehicle on road does not pose a safety risk.

Overall, **94% of buses/coaches passed inspection** (i.e. the highest level of non-conformity was a self-clearing defect or the unit had no defect). This remains stable from 95% in 2021.

Buses and coaches inspected in the state they were registered in were compliant 90% of the time, while interstate inspections were compliant 76% of the time.

AREAS OF NON-CONFORMITY

The **most common non-conformity for buses/coaches** across metro and regional Australia is **lights & reflectors**. *Engine, driveline & exhaust* and *brakes* are also in the top 3 most common areas of non-conformity.

Non-conformity has remained consistent across all areas, with the exception of *lights & reflectors* which has increased since 2021.

NON-CONFORMITY BY JURISDICTION

Incidence of non-conformity in buses/coaches has **increased** for inspections in Queensland (QLD) and Victoria (VIC). Despite the increase, non-conformity remains below 2016 levels in these jurisdictions. The highest incidence of non-conformity occurs in regional QLD and regional VIC.

Non-conformity in buses/coaches inspected in South Australia (SA) and the Australian Capital Territory (ACT) has decreased since 2021.

00:25

Average inspection time

00:19

Median inspection time

FIELDWORK DATES

18
Jul
2024

16
Sep
2024

Note: The statistics in this summary relate to all bus/coach units inspected (inclusive of powered units and trailers) unless otherwise specified. For further breakdown by vehicle type see the full published report on the NHVR website.

OVERVIEW — ALL BUSES & COACHES (POWERED AND TRAILERS)

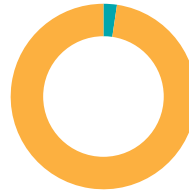
- 11% of buses/coaches inspected nationally had at least one non-conformity.
- The majority of buses/coaches were inspected in their state of registration.

1,282

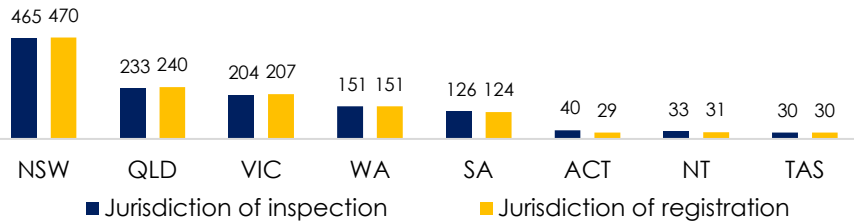
Bus and coach inspections 2024

vs. **1,038** in 2021

1,252
Home state
registered



JURISDICTION



SCHEME



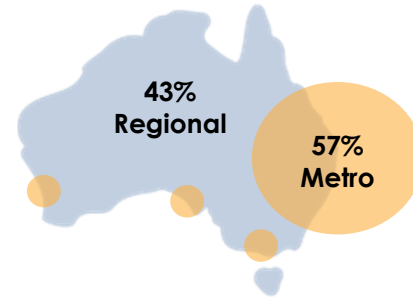
374,651 km

Median mileage
of buses/coaches

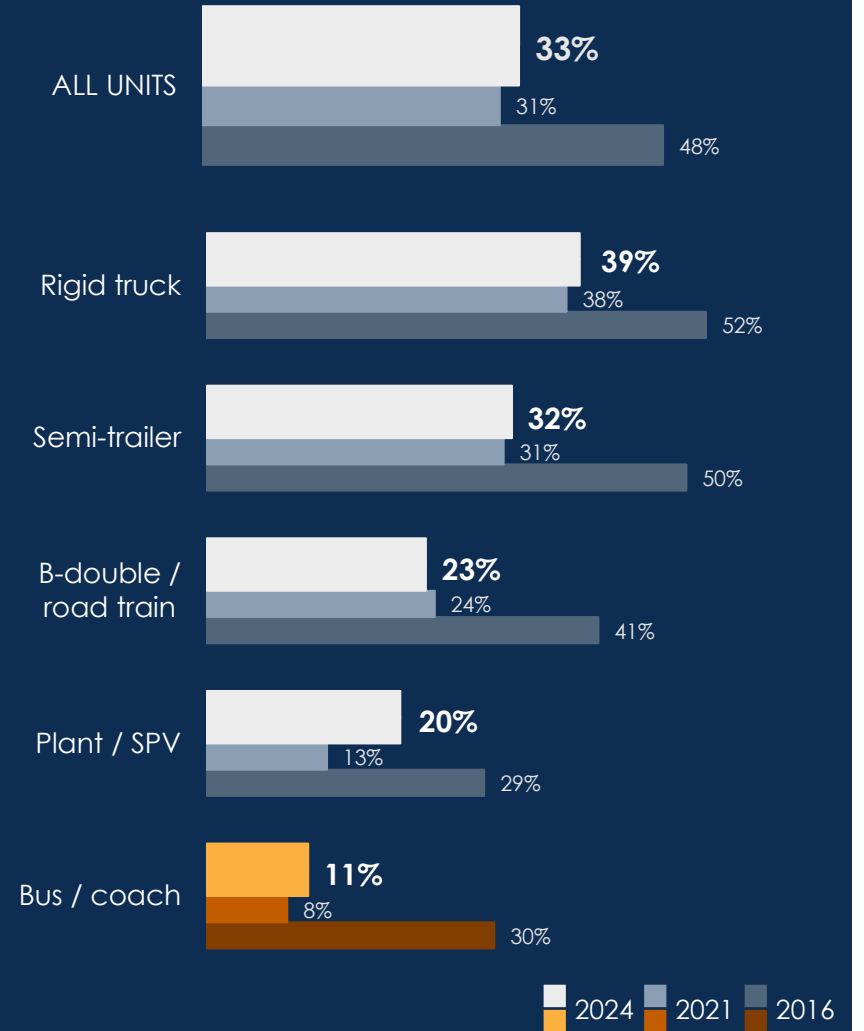


10.7 years

Average age of
buses/coaches



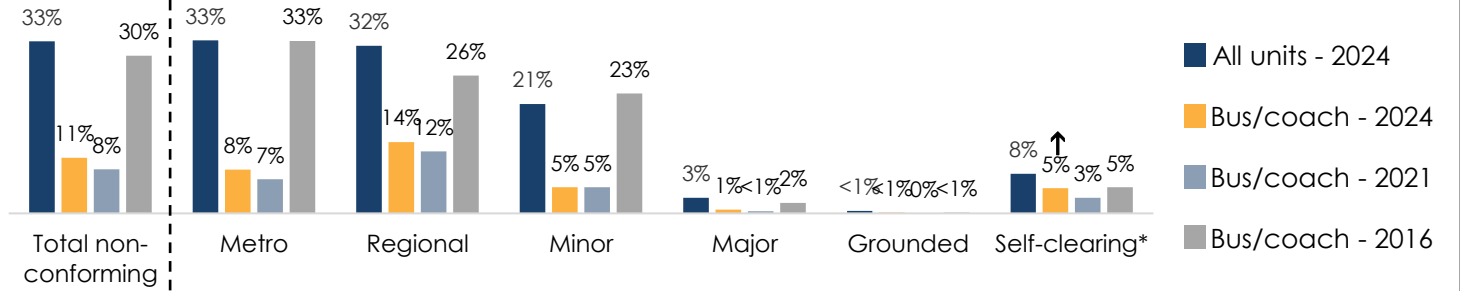
NATIONAL RATES OF NON-CONFORMITY 2024



OVERVIEW OF NON-CONFORMITIES — ALL BUSES & COACHES (POWERED AND TRAILERS)

- The incidence of non-conformity in buses is well below the national average of all vehicles (11% vs. 33%, respectively)
- The incidence of self-clearing non-conformities has increased since 2021 (from 3% to 5%).

11%
of buses/coaches inspected had a **non-conformity**
Vs. **8%** in 2021



NON-CONFORMITIES

HIGHEST LEVEL OF NON-CONFORMITY

PASS

| | Non-conforming units | Multiple non-conformities | Individual non-conformities | Self-clearing* | Minor | Major | Grounded | Unit passed [^] inspection |
|------------------------------|----------------------|---------------------------|-----------------------------|----------------|------------|---------------|---------------|-------------------------------------|
| All units - 2024 | 4,054 | 3,668 | 11,563 | 955 | 2,601 | 438 | 60 | 11,263 |
| % of units (n=14,362) | 33% | 27% | | 8% | 21% | 3% | <1% | 75% |
| Bus/coach - 2024 | 127 | 48 | 143 | 53 | 64 | 8 | 2 | 1,208 |
| % of units (n=1,282) | 11% | 4% | | 5% | 5% | 1% | <1% | 94% |
| Bus/coach - 2021 | 116 | 54 | 121 | 49 | 62 | 5 | 0 | 971 |
| % of units (n=1,038) | 8% | 4% | | 3% | 5% | <1% | 0% | 95% |
| Bus/coach - 2016 | 286 | 141 | 328 | 54 | 212 | 18 | 2 | 786 |
| % of units (n=1,018) | 30% | 16% | | 5% | 23% | 2% | <1% | 75% |
| Home state inspection | 122 | 45 | 126 | 52 | 62 | 7 | 1 | 1,182 |
| % of units (n=1,252) | 10% | 4% | | 5% | 5% | 1% | <1% | 94% |
| Interstate inspection | 5 | 3 | 17 | 1 | 2 | 1 | 1 | 26 |
| % of units (n=30) | 24% | 15% | | 6% | 8% | 6% | 4% | 82% |

Note: Counts (n) are reported unweighted, percentages (%) are weighted.

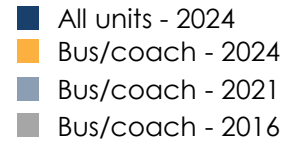
*Self-clearing defect' was known as 'Formal warning' in 2016. For analysis purposes, the two have been combined and compared.

[^]A unit passes inspection if the highest level of non-conformity is self-clearing.

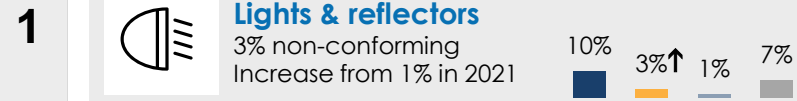
↑ ↓ Statistically significant increase/decrease in comparison with 2021. Absence of arrow means no statistically significant difference.

AREAS OF NON-CONFORMITY — ALL BUSES & COACHES (POWERED AND TRAILERS)

- The most common non-conformity among buses/coaches across metro and regional Australia is *lights and reflectors*, which saw an increase in non-conformity in 2024.
- All of the most common areas of non-conformity for buses/coaches are below 2016 levels and below the national average for all vehicle types.

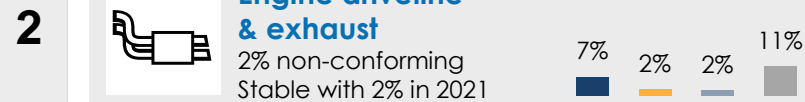


TOP 3 — TOTAL



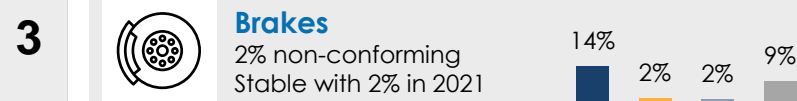
Top 3 reasons for refusal in **lights and reflectors**

- Light not operating, damaged, loose or wrong colour
- Lenses or reflectors loose, damaged or wrong colour
- Non-compliant lights



Top 3 reasons for refusal in **engine, driveline and exhaust**

- Oil leaks
- Sparks, flames, oil/fuel residue from the engine
- Fuel leak



Top 3 reasons for refusal in **brakes**

- Brake imbalance across an axle
- Brake linings worn beyond limits
- Park brake inoperable

TOP 3 — METRO



Top 3 reasons for refusal in **lights and reflectors**

- Light not operating, damaged, loose or wrong colour
- Lenses or reflectors loose, damaged or wrong colour
- Non-compliant lights



Top 3 reasons for refusal in **engine, driveline and exhaust**

- Oil leaks
- Loose, damaged or missing fuel tanks or mountings
- Missing or damaged fuel cap



Top 3 reasons for refusal in **structure and body**

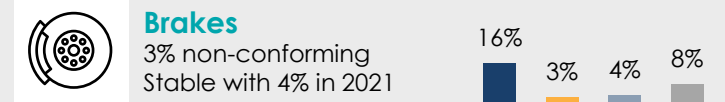
- Obscured number plates
- Chassis/frame damage or rust
- Structural component damage or rust

TOP 3 — REGIONAL



Top 3 reasons for refusal in **lights and reflectors**

- Light not operating, damaged, loose or wrong colour
- Lenses or reflectors loose, damaged or wrong colour
- Headlights loose or out of position



Top 3 reasons for refusal in **brakes**

- Brake imbalance across an axle
- Brake linings worn beyond limits
- Drums or discs worn beyond limits



Top 3 reasons for refusal in **seats and seatbelts**














- Damaged seatbelt webbing
- Damaged seatbelt buckle, tongue or adjuster
- Damaged or loose seatbelt anchorages

Note: 'Stable with' refers to a change that is not statistically significant.

AREAS OF NON-CONFORMITY SUMMARY — ALL BUSES & COACHES (POWERED AND TRAILERS)

- The incidence of non-conformity in buses/coaches has remained relatively stable across all areas of non-conformity, except for *lights and reflectors* which has increased.

AREAS OF NON-CONFORMITY

| |  Structure |  Seats and seatbelts |  Lights and reflectors |  Mirrors |  Windscreen & windows |  Coupling |  Trailers |  Brakes |  Steering & suspension |  Wheels and hubs |  Engine driveline & exhaust |  LPG & NG vehicles |  Buses |
|------------------------------|---|---|---|---|--|--|--|--|---|---|--|---|---|
| All units - 2024 | 856 | 238 | 1,057 | 42 | 436 | 154 | 42 | 1,907 | 638 | 487 | 752 | 1 | 16 |
| % of units (n=14,362) | 8% | 2% | 10% | <1% | 4% | 1% | <1% | 14% | 6% | 4% | 7% | <1% | <1% |
| Bus/coach - 2024 | 17 | 18 | 34 | 0 | 20 | 0 | 0 | 27 | 16 | 8 | 24 | 1 | 16 |
| % of units (n=1,282) | 1% | 2% | 3% ↑ | 0% | 1% | 0% | 0% | 2% | 1% | 1% | 2% | <1% | 1% |
| Bus/coach - 2021 | 12 | 22 | 18 | 0 | 7 | 0 | 0 | 23 | 33 | 4 | 28 | 1 | 18 |
| % of units (n=1,038) | 1% | 2% | 1% | 0% | 1% | 0% | 0% | 2% | 2% | <1% | 2% | <1% | 2% |
| Bus/coach - 2016 | 31 | 57 | 62 | 0 | 25 | 0 | - | 77 | 77 | 15 | 104 | 0 | - |
| % of units (n=1,018) | 4% | 6% | 7% | 0% | 3% | 0% | - | 9% | 8% | 1% | 11% | 0% | - |
| Home state inspection | 16 | 17 | 33 | 0 | 19 | 0 | 0 | 25 | 15 | 7 | 24 | 0 | 15 |
| % of units (n=1,252) | 1% | 2% | 3% | 0% | 1% | 0% | 0% | 2% | 1% | 1% | 2% | 0% | 1% |
| Interstate inspection | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 |
| % of units (n=30) | 6% | 3% | 6% | 0% | 6% | 0% | 0% | 10% | 6% | 4% | 0% | 6% | 6% |

Further information is available in the main report.
Contact natops@nhvr.gov.au to obtain a copy.

