

National Heavy Vehicle Inspection Manual – Amendment Summary

The manual has been updated to **Version 3.2 (August 2026)** to align with Heavy Vehicle National Law reform amendments, changes to Regulations and minor corrections.

General

- Updated footer to reference latest version
- Updated copyright details
- Revised web links to ensure they are current.

Introduction

1. Application

For a vehicle to be considered roadworthy it must comply with the Heavy Vehicle (Vehicle Standards) National Regulation (known as Vehicle Standards), and the Australian Design Rules (ADRs) relevant to the **manufacture compliance date of the vehicle or the date entered in the Register of Approved Vehicles (RAV).**

3. Scope

It is important to note that the Vehicle Standards, including the ADRs and the original heavy vehicle manufacturer's specifications take precedence over the NHVIM **when deciding reasons for rejection.**

6. Heavy Vehicle Inspection Checklist

- Included minor changes to wording on the introduction

7. Heavy Trailer Inspection Checklist

- Included minor changes to wording on the introduction, and spelling corrections
- Inclusion of 'Suspension' section
- Renumbered impacted items

Section 1 – Vehicle Identification

1.1 Check the identity of the vehicle

Reasons for rejection

- A motor vehicle **built after 1 July 1991** that is used in a road train or B-double combination, is not:
 - Fitted with a vehicle plate include the words "ROAD TRAIN" and/or "B-DOUBLE"
 - Fitted with a modification plate certifying the modification, or
 - listed as Road Train and/or B-Double on the RAV
- A trailer **built after 1 July 1991** that is used in a road train combination, is not:
 - Fitted with a vehicle plate include the words "ROAD TRAIN **TRAILER**"
 - Fitted with a modification plate certifying the modification, or
 - listed as Road Train on the RAV

Section 3 - Couplings

3.5 Additional information – Safety Chains

Amendment to Table 3.2 Safety chain size selection headings to revise dates to align with applicability of ADR62/00.

Section 4 – Steering and Suspension

4.4 Check suspension components

Reasons for rejection

- Any bolts or fasteners do **not** fully engage all threads of the nut.

Section 5 – Wheel, Tyres and Hubs

5.4 Check tyres

Updated the note under reason for rejection a to reference revised numbering of additional information.

For further information on how to measure tyre tread depth see 5.6 Additional Information – Measuring Tyre Tread.

Additional information

Reordering of information to correctly align flow for columns in:

- 5.5 Additional information – Retreaded tyres and
- 5.6 Additional information – Measuring tyre tread

Section 6 – Structure and Body Condition

6.9 Additional Information – Rust and Corrosion

Added numbering to structure components depicted in:

- Figure 6.3 Primary structure components and
- Figure 6.4 Secondary structure components.

Section 8 – Lights and Reflectors

8.1 Reasons for rejection

Reasons for rejection

- Any reflector on the vehicle, other than conspicuity markings:
 - show a colour other than red, yellow, or white (**colourless**).

Section 10 – Windscreens and Windows

Moved Figure 10.1 to under reason for rejection b to aid in readability.

Section 11 – Engine, Driveline and Exhaust

11.3 Check engine and driveline


Reasons for rejection

- p. The following types of vehicles, which must comply with ADR 65, the maximum road speed limiting is greater than 100km/h or there is evidence of tampering or modification of road speed limiting device:
- A bus with a GVM over 5 tonnes but under 14.5 tonnes that was built after 1 July 1991
 - a bus with a GVM over 14.5 tonnes that was built after 1987
 - a prime mover with a GVM over 15 tonnes that was built after 1987
 - a heavy vehicle with a GVM over 12 tonnes with up to 300hp that was built after 1 July 1991
 - a heavy vehicle with a GVM over 12 tonnes with over 300hp that was built after 1 January 1991

The note under reason for rejection (p) has been updated to reflect that it relates to rejection reason (p) [speed limiters] and not (o) [fuel injection equipment].

Section 12 – LPG, NG and Hydrogen and Electric Vehicles

Figure 12.3 Acceptable LPG, NG, Hydrogen or Electric number plate label examples

	<p>Number plate label for vehicles using electricity as a means of propulsion:</p> <p>a. The metal plate and label size shall be an equilateral triangle shape each side of which is 30mm in length</p> <p>b. The label colour shall be retroreflective blue, complying with AS/ NZS 1906.1, Class 2</p> <p>c. It is marked 'EV' in a white capital letter that is at least 408mm in height</p>
---	---

Section 13 – Buses

13.102 Engine and fuel system

The heading has been updated to remove duplication of heading number. Updated to 13.12.

Section 14 – Trailers

14.15. Check exterior body panels and fittings

Reasons for rejection

- d. Any ~~motor~~ vehicle which is 2.2 metres or more 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 silver or white in colour

Section 16 – Vehicle Dimensions

16.1 Width

Reasons for rejection

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	
Close-Proximity Information System	100mm	Any combination of devices fitted in this group cannot increase the overall width of the vehicle by more than 100m
Automated driving system devices	100mm	
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

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
Close-Proximity Information System	250mm

Semitrailer and dog trailers

- a. The distance from the point of articulation to the rear overhang line exceeds:
 - for a refrigerated semitrailer not used in a road train or B-double combination— 9.9 metres; or
 - for another semitrailer or dog trailer—9.5 metres

Post 1 August 2026, the *Heavy Vehicle (Mass, Dimension, Loading) National Regulation* provides the maximum distance for a semitrailer from point of articulation to the rear overhang line to be up to 10.5m.

- b. The distance from the point of articulation to the rear of a trailer exceeds:
 - for a refrigerated semitrailer not used in a road train or B-double combination—13.6 metres; or
 - for a semitrailer not used in a road train or B-double combination—13.2 metres; or
 - for another semitrailer— 14.5m*, or
 - for another tag or dog semitrailer—12.3 metres

*Refer to the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* for clarification on calculating the maximum distance from the front articulation point to the rear overhang of the trailer for a prescribed semitrailer being towed by a prime mover that applies in relation to the wheelbase of the prime mover.

Renamed and reordered Figures 16.1 and 16.2 to reflect images.

16.4 Rear overhang

Reasons for rejection

Semitrailer

- a. The rear overhang exceeds either 60% of the distance from the front articulation point to the rear overhang line or 3.7 metres, whichever is the lesser.

Post 1 August 2026, the *Heavy Vehicle (Mass, Dimension, Loading) National Regulation* provides for trailers to be designed with a rear overhang that does not exceed 4.0 metres.

Appendix B – Vehicle Modifications

B1. Modifications

The *Heavy Vehicle National Law* (HVNL) creates a system that classifies modifications to heavy vehicles by how complex they are and the type of approval they need. Under this system heavy vehicle modifications fall into three distinct categories:

1. Minor modifications do not require approval provided the vehicle continues to comply with the HVNL and ADRs.
2. Common modifications under the *NHVR Code of Practice for the Approval of Heavy Vehicle Modifications* that (~~Section 86 of HVNL~~) require approval by an Approved Vehicle Examiner (AVE).
3. Complex modifications not covered by the *NHVR Code of Practice for the Approval of Heavy Vehicle Modifications* (~~Section 87 of HVNL~~) that require approval by the NHVR and an AVE.

B3. Common Modifications under the Code of Practice

For more information:

Visit: www.nhvr.gov.au
 Subscribe: www.nhvr.gov.au/subscribe
 Email: info@nhvr.gov.au
 Phone: 13 NHVR (13 64 87)*

*Standard 13 call charges apply. Please check with your phone provider.
 This information in this document is only a guide and should not be relied upon as legal advice.
 © Copyright National Heavy Vehicle Regulator 2026, <https://creativecommons.org/licenses/by/4.0/>