

National Roadworthiness Baseline Survey

Inspection procedure overview

National approach

The National Roadworthiness Baseline Survey (NRBS) will be the broadest, most well-resourced and comprehensive assessment of the condition of the Australian heavy vehicle fleet ever undertaken.

Without one data set based on the same criteria and standards we cannot assess how well the national heavy vehicle fleet complies with vehicle standards.

Conduct of the inspection

In order to deliver the NRBS each vehicle/combination that is stopped will be subject to comprehensive inspection to assess its mechanical condition.

Roller brake test

A roller brake test (RBT) must be conducted on every axle on every vehicle except where it is unsafe to do so. Safety issues could include, but are not limited to; where a vehicle is over the mass or width capacity of the roller brake tester or where an initial assessment of the mechanical condition suggests it would be unsafe to proceed.

In addition to capturing brake performance results via the survey device or forms, the roller brake tester may also function as a preliminary screening tool, showing signs of wear in suspension bushes and joints that may lead to an escalation.

Shaker plates

As with the roller brake test, shaker plates should be used on all axles except where it is unsafe to do so, with particular attention to the steer axle (kingpins, steering and suspension components)

Your visual check of the steering system will also include directing the driver of the vehicle/combination to render assistance, for example by steering back and forth to assist in assessing steering play.

Visual inspection

Beyond those items which are assessed during RBT and shaker plate testing, the vehicle should be subject to an intensive visual inspection. Including, but not limited to:

- assessment of tyre tread depth and condition
- inspecting functionality and condition of windscreen, wipers and mirrors

- inspection of couplings, visually and aided either by tug-testing where they are in use, or by direct inspection where not in use
- inspection of safety chains and/or attachment points
- assessment of seat and seatbelt mount and seatbelt condition
- confirmation of function of required lights, reflectors and markings
- inspection of frame, body and body mounting
- examination for air or fluid leaks

It is **not** anticipated that every inspection will include a complete underbody inspection beyond that which is possible by a comprehensive and careful visual assessment (e.g. a pit or lift is not considered required equipment), similarly it is not anticipated that every inspection would require opening of bonnets or tilting of cabs (as applicable) unless there is an item of concern which justifies more detailed inspection.

Escalation

Where an inspector has concerns over the condition of an item which requires further investigation, then it would be appropriate to undertake more detailed inspections where appropriate WH&S controls facilitate this, such as by chocking the vehicle to allow a more detailed underbody inspection to take place, or by opening bonnets/tilting cabs.

These escalations may include use of additional resources such as hand tools, torches and/or measuring devices.

Other compliance issues

Whilst the focus of the NRBS is on the mechanical condition of the vehicle, where an inspector becomes aware of other potential compliance issues (e.g. mass, fatigue, load-restraint), if they do not affect the ability to safely complete the NRBS inspection, they should be dealt with at the conclusion of the inspection.

Where they affect the ability to safely complete the survey, the other compliance issues should be dealt with immediately.

Information

For more on NRBS
www.nhvr.gov.au/roadworthiness
1300 MYNHVR (1300 696 487)

For more on NHVIM
www.nhvr.gov.au/nhvim
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