

Vehicle types and non-conformity

National Roadworthiness Baseline Survey Overview

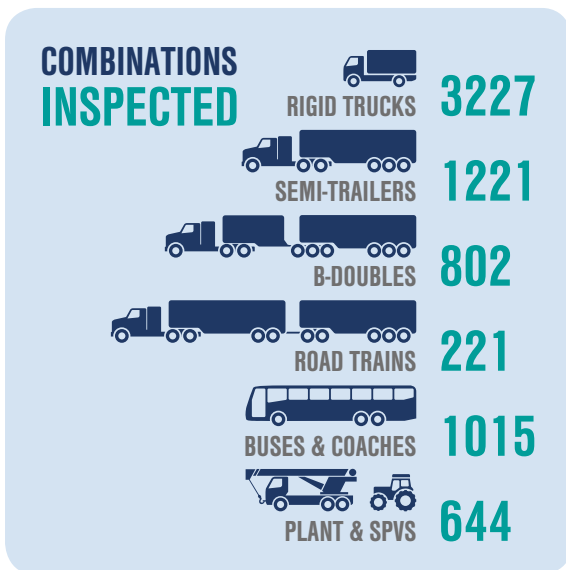
The heavy vehicle health check

The NHVR coordinated a National Roadworthiness Baseline Survey (NRBS) of 7,130 heavy vehicles/combinations across Australia during August to November 2016. Throughout the survey period 364 transport inspectors inspected rigid trucks, semi-trailers, B-doubles, road trains, buses and special purpose vehicles (SPV) at 168 inspection sites, including roadside check points, in state inspection facilities and transport operator depots.

Fleet generally safe

During the NRBS, the 7,130 vehicle/combinations inspected were made up of 11,066 vehicle units, including plant and SPVs, buses, coaches,, hauling units and trailers (see Figure 1).

Figure 1: Number of vehicle/combinations inspected



Only 147 of the 11,066 vehicle units inspected were grounded. Major (grounded) non-conformities create a critical concern over the safety of a vehicle and the vehicle must not be used on the road while the non-conformity exists (see Figure 2). While there are areas for improvement, the Australian heavy vehicle fleet is well maintained and generally operating in a safe condition.

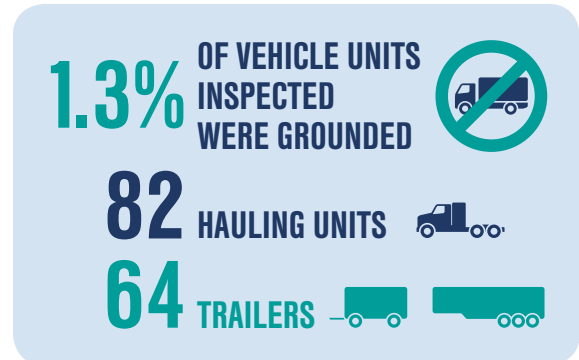
Identified non-conformities are usually minor

There were no major non-conformities identified in 88% of vehicle units inspected (9,739 of 11,066 vehicle units inspected).

After intensive inspections, with some lasting up to an hour, no non-conformities at all were found in more than half the vehicle/combinations inspected. A non-conformity describes an item that does not meet heavy vehicle safety standards. Non-conformities can be classified as minor, major or major (grounded).

The most frequent, highest classified non-conformities were found to be minor. Minor non-conformities create a concern over the safety of a

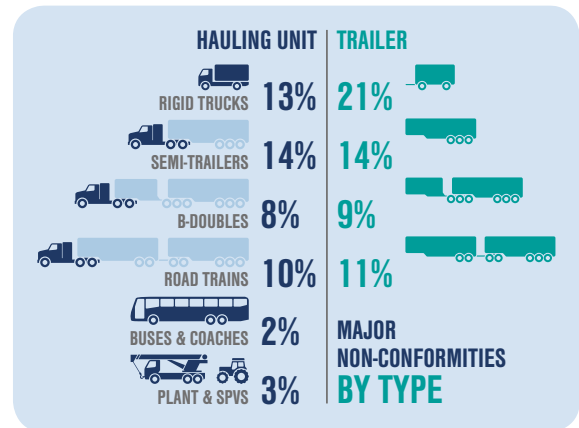
Figure 2: Number of major grounded non-conformities identified



vehicle, and subject to conditions, do not prevent the vehicle from being used on the road. Examples of minor non-conformities include cracked indicator lenses or damaged marker plates.

Major non-conformities create a significant concern over the safety of a vehicle, and subject to conditions and restrictions of use, do not prevent the vehicle from being used on the road. Examples of major non-conformities include when a vehicle falls short of the brake performance required when tested on a roller brake tester.

Figure 3: Major non-conformities by vehicle type



When viewed on a 'per unit' basis, non-freight vehicles (bus, coach and SPV) had the lowest rates of major non-conformity. For freight vehicles, rates of major non-conformity were higher for rigid trucks and semi-trailers and lower for B-doubles and road trains.

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