

Light Vehicle Inspection Manual

Section 6 Body Condition

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Australian Design Rules relevant to this section

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|------------------|--|
| ADR 2/... | Sliding door latches and hinges |
| ADR 10/... | Steering column |
| ADR 11/... | Internal sun visor |
| ADR 15/... | Demisting of windscreen |
| ADR 18/... | Instrumentation |
| ADR 21/... | Instrument panel |
| ADR 25/... | Anti-theft lock |
| ADR 29/... | Side door strength |
| ADR 34/... | Child restraint anchorages and child restraint anchor fittings |
| ADR 42/... | General safety requirements |
| ADR 43/... | Vehicle configuration and dimensions |
| More information | Appendix C – Modified Vehicles |
| | Appendix F – Windscreen Damage and Repairs |
| | Appendix G – Mudguard and Mudflap Requirements |
| | Appendix P – Checking for Rust |

OBJECTIVE: To ensure the vehicle body is free of protrusions, structurally sound and free from any defects or additional fittings that are likely to increase the risk of bodily injury to any occupant and other road users.

6.1. Check the operation of all doors, door locks and latches and the bonnet lock and latches

Reason for rejection

- a) Any inside or outside door latch, bonnet, tilt cab, boot lid, hatch and removable covers (including safety catches, as applicable) are not securely fitted, mounted and operating correctly.
- b) Door fastenings, hinges, inside and outside door control handles (as applicable) are not fitted, secure and operating correctly.
- c) Any bonnet or similar panel which covers the engine, luggage space or battery compartment and which is forward of the windscreen, does not have a device to secure the panel in the closed position.
- d) Any bonnet or similar panel which opens from the front (that is, the hinges are at the back) and which, when opened, would obstruct the driver's view through the windscreen, does not have a primary and secondary securing device.
- e) Any hinges, or slides for doors, tailgates, side gates, hatches or compartment covers are damaged or worn and likely not to prevent load or passenger from falling off.

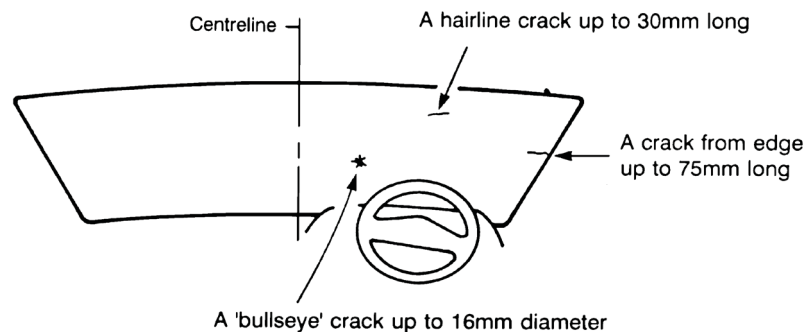
6.2. Visually inspect the windscreen and front side windows

Reason for rejection

- a) The area of windscreen from the centre of the vehicle in front of the driver has cracks or is deteriorated to the extent it that interferes with the driver's view.
- b) The wiped area of the windscreen in front of and on the same side of the vehicle as the driver has:
 - i. Damage (such as scoring, sandblasting or severe discolouration) that interferes with the driver's view.

Note: i. Grooves in windscreens that are designed specifically to clean the wiper blades are not regarded as damage unless they affect the driver's view. Approved grooving is usually identified by the installer.

- ii. Any bulls-eye or star fracture that exceeds 16mm in diameter, or either of the following:
 - a hairline crack exceeding 30mm long
 - b a crack from the edge of the windscreen exceeding 75mm long.



- c) Any cracks in a laminated windscreen penetrate more than one layer of glass or are more than 150 mm long.
- d) Any glazing used in any motor vehicle is not safety glass (except a caravan) and where ADR 8/... applies, the glass does not display an identification mark or symbol.
- e) Tint films are not free of bubbles, scratches or other defects that significantly affect the driver's vision.
- f) Glazing is loose in its frame or cracked to the extent that sharp edges are exposed.
- g) Glazing, other than the windscreen, that is necessary for the driver to see the road is discoloured, obscured, badly scratched, sandblasted or fractured to the extent that it interferes with the driver's view.
- h) Items that obscure the driver's view are placed in the corresponding area on the other side of the windscreen.
- i) At least half the number of windows must be capable of being opened or the vehicle must be provided with an alternative method of ventilation.
- j) Windscreens are removed and not replaced.

Note: ii. *The fitment of windscreen stone shields is permitted provided the driver's view of the road to the front and side of the vehicle is not reduced.*

6.3. Test the light transmittance level of the windscreen, side and rear windows

A light meter may have up to a 5% measuring inaccuracy. A vehicle is accepted if the readings are up to and including 5% lower than the minimum light transmittance as described

Table 6.1 Minimum Light Transmittance.

Note: iii. *This section should be read in conjunction with the light meter manufacturer's instructions.*

Reasons for rejection

- a) Any windscreen glazing is coated to reduce the light transmittance (luminous transmittance) in an area other than the greater of the area above the highest point of the windscreen that is swept by the windscreen wiper or the upper 10% of the windscreen.
- b) Tint films are not free of bubbles, scratches or other defects that significantly affect the driver's vision.
- c) Glazing that has a coating to reduce the light transmittance has a reflectance of more than 10% (metallic or mirror like).
- d) The visible light transmittance of any glazing (including any applied film) is less than the requirements set out in **Table 6.1 Minimum Light Transmittance**.

Table 6.1 Minimum Light Transmittance

| Glazing | Glazing Position | Minimum Light Transmittance | NOT TO BE REJECTED until meter readings are LESS than |
|--|---|-----------------------------|---|
| Windscreen | Above the arc swept by the windscreen wipers, or the upper 10% of the windscreen, whichever is the lesser | 0% | |
| | All other areas of windscreen | 75% | 70% |
| Windows adjacent to normal driving position | | 35% | 30% |
| Windows rearward of normal driving position | Internal window partitioning | 70% | 65% |
| | Passenger car derivatives** | 15% | 10% |
| | Vehicle designed primarily for the carriage of goods** and omnibuses** | 0% | |
| **Rear vision mirror must be fitted to each side of the vehicle | | | |
| 1. No limit for windows to the rear of the driver for the following categories: LEG1, LEG2, MD. | | | |
| 2. Any in-service goods carrying vehicle that has glass panels (glazing) fitted in lieu of solid panels, or a bus which has glazing fitted in positions that are not required for vision when controlling the vehicle, may tint these glass panels to any LT percentage to meet operational needs. | | | |
| 3. Any vehicle fitted with window tint with a LT of less than 70% must have external rear vision mirrors fitted to both sides of the vehicle. | | | |

Note: iv. For more information, refer to Information Bulletin V51 Vehicle Window Tinting - weblink <https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

6.4. Visually inspect body panels, chassis and sub frame for dangerous protrusions and rust

Reasons for rejection

- a) Any body work or fittings have sharp edges due to rusted panels or body damage, or protrusions of any after-market object or fittings, not technically essential to the operation of the vehicle, which protrudes from any part of the vehicle that could cause injury to a person coming into contact with the vehicle.
- b) Any structural member such as a sub frame, floor panel, door sill, seat or seat belt anchorage, is cracked or has advanced rust.
- c) Unrepaired damage or modifications affecting the structural integrity of the vehicle.
- d) Where ADR 29/... applies, the doors of a vehicle have advanced rust.
- e) Chassis frame members or supporting members are cracked, loose, sagging or broken.
- f) Frame members in load areas are missing, damaged or unsecured.
- g) Tilting cabin or tray latches do not hold the cabin or tray securely in the operating position.
- h) Any device (including a Vehicle Frontal Protection System and/or any accessories) fitted to the vehicle that affects a vehicle's compliance with applicable Australian Design Rules.
- i) Any repairs carried out do not retain the original strength of the component/section.
- j) Any body, chassis or subframe repairs on the vehicle have not been carried out in accordance with recognised industry repair methods and standards.
- k) Any object or fitting, not technically essential to such vehicle, which protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person.
- l) Any component that adversely affects the safety of the vehicle, and in particular, obscures the drivers view.
- m) Tow bar mounted bicycle carrying racks or similar devices are not removed when not in use, unless specifically designed to fold away.
- n) A bicycle and the carrier assembly (or similar, when fitted) obscures any compulsory lighting or the number plate.
- o) Permanently mounted fishing rod holders, driving lights and fog lights protrude above or forward of the top rail or leading edge of the bumper or bull bar.
- p) Temporarily attached accessories (i.e. rod holders) are not removed or adjusted so as to meet the above requirement when not in use.
- q) Any vehicle control is missing or not securely affixed or displays sharp edges or dangerous protrusions.
- r) Any vehicle trim is missing or not securely affixed so as to uncover or expose sharp edges or dangerous protrusions.

Note: v. For more information, refer to Information Bulletin V20 Protruding Vehicle Accessories and Equipment –weblink
<https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

6.5. Dimensions

- Note:**
- vi. *Total vehicle width is to be measured without taking into account any of the following:*
 - a. *anti-skid devices mounted on wheels*
 - b. *central tyre inflation systems*
 - c. *side mounted lights and reflectors*
 - d. *rear vision mirrors*
 - e. *signalling devices*
 - f. *tyre pressure gauges*
 - g. *permanently fixed webbing assembly-type devices, such as curtain side devices, if the maximum width across the vehicle and including the devices, does not exceed 2.55 metres*
 - vii. *More information, refer to Information Bulletin V13 Vehicle Dimension Limits - <https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>*

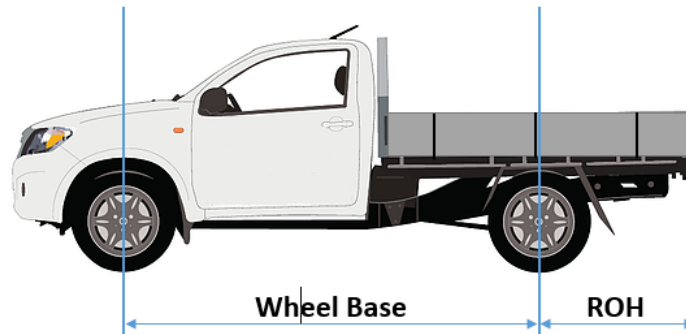
Reason for rejection

- a) The width of the vehicle exceeds 2.5 metres
- b) The height of the vehicle exceeds 4.3 metres
- c) The length of the vehicle exceeds 12.5 metres

6.6. Rear overhang

Reason for rejection

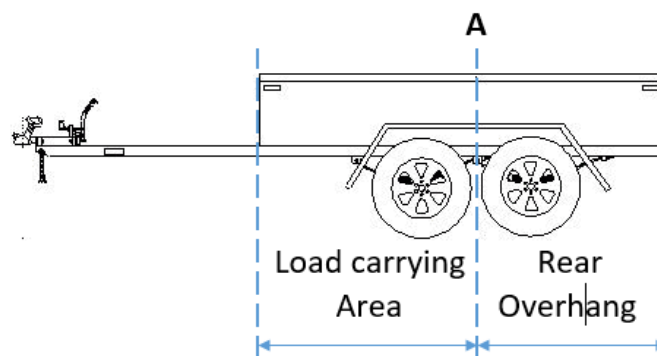
- a) The rear overhang (ROH) of the vehicle exceeds the lesser of the following two measurements: - 60% of the wheelbase or -3.7 metres.



The rear overhang (ROH) must not exceed the lesser of either:

- 60% of the wheel base or
- 3.7 metres.

- b) The rear overhang of a trailer exceeds the lesser of the following measurements: -



- i. the length of the load-carrying area forward of the rear overhang line or
- ii. 3.7 metres.

Note: viii. "A" is the centreline of the axle group where rear overhang is measured. For a single axle trailer, "A" is taken from the centre of the axle.

6.7. Inspect the wheel arches/mudguards and mudflaps with the wheels in the 'straight ahead' position

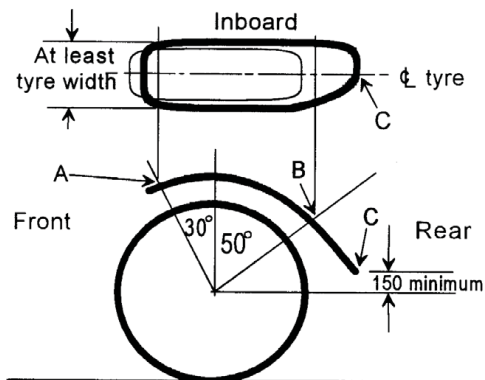


Figure 6.2 Mudguards and Mudflaps

Reasons for rejection

- Mudguards are not fitted to all wheels of passenger and goods type vehicles.
- The mudguard and/or bodywork covering any wheel is not at least as wide as the tyre over the arc between points A and B in **Figure 6.2 Mudguards and Mudflaps**.
- Point C in **Figure 6.2 Mudguards and Mudflaps** (on the rear edge of the mudguard/mudflap/ bodywork and in line with the centreline of the tyre) is more than 150mm in vertical distance above the centre of the wheel.

Note: ix. Points along the rear edge which are inboard of Point C should also meet this requirement. A mudflap which is too flexible to maintain its position during normal driving conditions should be disregarded for this check.

- For a passenger car the lower edge of the mudflap is more than 230mm above ground level when parked on level ground.
- For a vehicle with off road capabilities the lower edge of the mudflap is more than 300mm above ground level when parked on level ground.

Note: x. For further information on mudguard requirements, refer to Appendix G 'Mudguard and Mudflap Requirements'.

6.8. Visually inspect rear vision mirrors

OBJECTIVE: To ensure that the mirrors and associated components are in such a condition that the driver has a clear field of vision by reflection of the road behind the vehicle and any following or overtaking vehicles at all times under the normal range of climatic conditions.

Reasons for rejection

- a) Rear vision mirrors are cracked, loss of reflectivity, missing, or do not provide a clear view of the road to the rear of the vehicle.
- b) Where there is no effective rear vision provided by the internal rear vision mirror, the vehicle does not have an external rear vision mirror fitted to each side.
- c) Any light commercial vehicle (except a station wagon) is not fitted with an external rear vision mirror on each side of the vehicle.
- d) Mirrors are not securely mounted.
- e) Any vehicle with window tint with a Luminous Transmittance (LT) of less than 70% does not have an external rear vision mirror on both sides of the vehicle.

6.9. Visually inspect and check the operation of the windscreen wipers and windscreen washers

Reasons for rejection

- a) Windscreen wiper blades are missing, cracked, curled, frayed insecure, torn or ineffective, or wipers do not operate.
- b) Windscreen washers do not work or are not correctly aimed onto the windscreen.
- c) The windscreen washer is not able to be operated from a normal driving position.

6.10. Check the operation of the horn

Reasons for rejection

- a) A warning device (horn) is not fitted.
- b) A warning device (horn) is not clearly audible and the actuating mechanism is not located within the reach of the driver in the normal seated position.
- c) The horn is of the following types: exhaust whistle, compression whistle, siren or alternating tone (reversing alarms are acceptable).

6.11. Visually inspect the front and rear number plates

Reasons for rejection

- a) Number plate is obscured, for example by a towing attachment goose neck, or tow ball.
- b) Number plate covers are tinted, reflective, rounded, or bubble-like.
- c) The number plate is damaged or faded to the extent that the registration number is not legible from a distance of twenty metres.
- d) Number plate has a substance applied to the reflective surface that would prevent the number plate from being clearly identified.
- e) The registration (number) plate is not issued or approved by the Registrar of Motor Vehicles.
- f) The number plate is not positioned or orientated to be clearly legible.
- g) Characters in the number plate are not clearly visible from a distance of 20 metres within a 45° angle to either side of the number plate and 15 °angle above the number plate.

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| <p>Note: xi. More information, refer to Information Bulletin V24 Vehicle Number Plates - https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms</p> |
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6.12. Where ADR 25/... applies, check the operation of the anti-theft/steering lock

Reasons for rejection

- a) The ignition key can be removed in any position except the 'anti-theft' (lock) position.
- b) When engaged, the anti-theft lock does not prevent at least one of the following actions:
 - Steering the vehicle
 - Engaging the forward drive gears
 - Release of the brakes

6.13. Where ADR 42/... applies, check the operation of the windscreen demister

Reasons for rejection

- a) The motor vehicle is not fitted with a device that is capable of removing condensed moisture from the inside of the windscreen for the following ADR category vehicles:

| Light passenger vehicles | Light goods-carrying vehicles |
|----------------------------|-------------------------------|
| MA from 1 Jan 1971 | NA from 1 July 1988 |
| MB from 1 Jan 1985 | NB1 from 1 July 1973 |
| MC from 1 Jan 1973 | NB2 from 1 July 1976 |
| MD1 & MD2 from 1 July 1983 | |
| MD3 & MD4 from 1 July 1988 | |

- b) There is no air being blown onto the windscreen when the demister is turned on.

6.14. Speedometer

Reason for rejection

- Speedometer is not operational
- Speedometer indicator values are not legible
- The speedometer is not calibrated in km/h and the vehicle was manufactured from 1 July 1988