

HMV categorisation of defects

Updated October 2016

These guides cover a considerable number of defects and situations that are dealt with by police officers and vehicle safety officers who hold a certificate to carry out level 3 and level 5 inspections and NZ Transport Agency Transport Officers. They contain a set of national enforcement standards designed to ensure that heavy vehicle defects are dealt with uniformly throughout the country.



OUR PURPOSE

CREATING TRANSPORT SOLUTIONS FOR A THRIVING NEW ZEALAND



NZ Transport Agency

Published 2016

ISBN 978-0-478-44574-9 (online)

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INTRODUCTION

This Heavy Motor Vehicle (HMV) Categorisation of Defects (CoD) is a guide designed to aid the Police, Commercial Vehicle Investigation Unit (CVIU), the NZ Transport Agency, transport operators and drivers in the inspection of heavy motor vehicles.

The guide covers many vehicle related defect descriptions and situations that could be encountered by qualified CVIU Police Officers or CVIU Vehicle Safety Officers or Transport Agency Vehicle Specialists during an inspection. It is designed to provide an inspection process and give guidance so that any enforcement action is dealt with in a fair and reasonable manner consistently throughout New Zealand. It also ensures that any resulting event is recorded in the Operator Rating System (ORS) – a system that encourages transport operators to make their vehicles and driving practices as safe as possible, and comply with their regulatory obligations that contribute to safety – is also fair and reasonable.

The defects are categorised in alphabetical order and coloured coded to represent the risk value of each defect. They are assigned an alphanumeric four character code that is recorded into the Roadside Inspection Database (RID). It is important to understand that this guide outlines the risk value that a particular defect has at the time the vehicle is stopped and inspected and it is this risk value that is used for entry to RID, which subsequently becomes part of the overall rating the operator will receive under the ORS.

All enforcement officers have the discretion to take enforcement action based on the situation that exists at the time the vehicle is inspected. The officer's discretion may include allowing a defect to be repaired at the roadside or allowing the vehicle to continue to be used until the defect is repaired (compliance). However, in cases of serious risk, consideration will be given to removing the vehicle from service using a pink or green sticker.

The defects contained in this guide are not exhaustive therefore, during an inspection other defects may be detected that are not coded in this guide and enforcement action may be taken. However, these defects will not be recorded in RID. The inspecting officer has the option of using section 115 of the Land Transport Act 1998 to determine if the vehicle needs to be placed out of service.

Any enforcement action taken based on this guide could also include the issue of an infringement offence notice (with compliance if applicable) to the operator.

If you are unsure about anything contained in this guide or you have any suggestions regarding the content of the guide, please contact your supervisor.

This guide is published on the [Transport Agency website](#), and you can find out how the codes used in this guide affects the ORS score at [How the ORS is calculated](#).

This guide will be amended from time to time and is a joint production between the Transport Agency, and Police. The preparation of this guide has involved consultation with transport industry organisations, the Road Transport Forum, the New Zealand Heavy Haulage Association and the Bus and Coach Association. Their participation and input is gratefully acknowledged.

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HOW DOES THIS GUIDE WORK?

Section 115 of the Land Transport Act 1998 empowers enforcement officers to direct that an unsafe or defective vehicle must not be used on a road.

This guide identifies various categories of vehicle related defects and compliance issues.

There are **two (2) levels of inspection** that are used for the Roadside Inspection Database (RID) and **three (3) colours used to categorise the risk** associated with each defect. Any defect found during a roadside inspection may require immediate attention or place a vehicle out of service until it is fully compliant.

THE TWO LEVELS OF INSPECTION

1. LEVEL 3 INSPECTION (WALK AROUND/ PRE-DRIVE INSPECTION)

The level 3 inspection is based on what is expected from a driver/operator before any heavy motor vehicle is used on our roads. The defects contained in each section of the guide are those that can be identified during a visual walk around of the vehicle and its load. For Police CVIU these checks and tests are only undertaken by qualified officers.

EACH INSPECTION WILL CONSIST OF:

THE DRIVER/OPERATOR COMPLIANCE

Driver impairment (alcohol and/or drugs), driver licence status, work-time and logbook requirements, driver behaviour, transport service licence (TSL) details and seat belt usage.

VEHICLE SAFETY COMPLIANCE

Evidence that the vehicle certificate of fitness (CoF) is current and any load carried is secure.

ROAD USER CHARGES (RUC) COMPLIANCE

The RUC licence displayed/carried is appropriate for the vehicle and is current; a distance recorder is fitted to the vehicle and it is functioning correctly.

VEHICLE DEFECTS AND COMPLIANCE

The vehicle/s is inspected for any defects or compliance issues as required by the Land Transport Act 1998 (LTA) including Land Transport Rules and various other land transport related regulations. Inspections will be done using visual aids only however some testing and inspection of mechanical components with specialised measuring equipment may be required. This includes but is not limited to: ring feeder gauge, J hook gauge, laser temp detector, chain gauge, height stick, tape measure, and tyre pressure gauge.

This guide is used to categorise and code each defect for inclusion in RID. It also provides the enforcement officer with an indication of the maximum risk the defect poses so that the officer can determine the

enforcement action. This may include imposing restrictions on the vehicle's use until the defects are rectified.

A Commercial Vehicle Inspection Report (CVIR) must be completed for each and every vehicle stopped and inspected. Level 3 inspections are expected to be the minimum inspection carried out during a CVIU stop and they may also coincide with level 4, 5, 6 or 7 inspections (see 'Other inspections carried out at roadside' section).

2. LEVEL 5 INSPECTION (FULL VEHICLE INSPECTION)

A level 5 inspection is a more in depth vehicle safety and compliance inspection than at Level 3; they are conducted by a CVIU Vehicle Safety Officer or a Transport Agency Vehicle Specialist. Minor hand tools and specialised testing equipment may be used including a roller brake test machine. However, **a level 5 inspection should not be considered or taken as a CoF inspection.**

This guide is used to categorise and code each defect for inclusion in RID. It also provides an enforcement officer with an indication of the maximum risk the defect poses so that the officer can determine the enforcement action. This may include imposing restrictions on the vehicle's use until the defects are rectified.

A CVIR must be completed for each and every vehicle stopped and inspected. Level 5 inspections may also coincide with level 3, 4, 6 or 7 inspections.

In some situations, when carrying out level 3 or level 5 inspections, a defect may be identified on the vehicle or with its equipment that is not categorised in this guide. The defect will not get entered into RID but the officer then has the option of using section 115 of the LTA to determine if the vehicle needs to be placed out of service and or whether an infringement offence notice is issued.

NOTE FOR COMBINATION VEHICLES

Defects or issues found on any trailer in a combination will be assigned to the TSL number of the towing vehicle and entered into RID accordingly.

THE THREE COLOURS USED TO CATEGORISE THE RISK

1. **Pink** colour coding signifies a safety related defect and may result in an out of service order and pink sticker (unsafe vehicle) being issued. If a pink sticker is issued the defect is to be remedied immediately or alternatively the vehicle may have conditions placed on the notice that must be complied with until repairs can be affected. The vehicle requires a new CoF to be issued before it can be used on a road.
2. **Dark green** colour coding signifies a compliance related defect and may result in an out of service order and green sticker (defective vehicle) being issued. If a green sticker is issued the defect is to be remedied immediately or alternatively the vehicle may have conditions placed on the notice that must be complied with until repairs can be affected. The vehicle requires a new CoF to be issued before it can be used on a road.
3. **Light green** colour coding signifies a minor defect that would result in a CoF failure but are considered to have little impact on the vehicles safety therefore they can be remedied immediately or alternatively the vehicle may have conditions placed on it that must be complied with until repairs can be affected. The vehicle **DOES NOT** require a new CoF.

Defects found at the roadside and categorised in this guide will have an impact on the Operator Rating System (ORS). Unsafe or pink sticker components have a high risk and therefore carry a high RID score. Defective or green sticker components have a moderate risk and therefore carry a medium RID score. Green 2 components have a low risk and therefore carry a low RID score.

The criteria detailed in this guide are designed to assist consistency in assessing if a heavy motor vehicle is safe to continue after a level 3 (visual walk-around) or level 5 (comprehensive) inspection. The pass/fail criteria may differ from that applied at a vehicle testing station when a CoF inspection is carried out.

ENFORCEMENT ACTION

While this guide provides the risk level associated with vehicle defects every enforcement officer has discretion to use enforcement powers provided in the Land Transport Act 1998. Discretion should be based on the situation at the time the vehicle is stopped, therefore time, weather, road conditions, environment and other circumstances beyond the officer's control can be considered when using discretion.

ENFORCEMENT ACTION AVAILABLE

PINK STICKER

A pink sticker is issued where the vehicle is deemed to be unsafe for use on the road. The vehicle is immediately placed out of service, the defect/s must be rectified and the vehicle must obtain a new evidence of inspection (WoF/CoF). In some circumstances the officer may impose conditions on the vehicles movements to get it to a place of repair. An Infringement Offence Notice may also be considered.

GREEN STICKER

A green sticker is issued where the vehicle is deemed to be defective or not in compliance with the LTA 1998. The vehicle is immediately placed out of service, the defect/s must be rectified and the vehicle must obtain a new evidence of inspection (WoF/CoF). In some circumstances the officer may impose conditions on the vehicles movements and usage until the repairs can be effected. An Infringement Offence Notice may also be considered.

COMPLIANCE

Compliance may be offered for any defect/s that pose a very low risk. Compliance is offered by way of an officer issued infringement offence notice. The defect/s must be rectified within 14 Days. The infringement offence notice (with compliance offered) will be sent to the operator/recipients registered address. The operator/recipient must provide the Police Infringement Bureau (PIB) with evidence that the defect/s have been rectified, the notice fee will then be waived. The notice will provide details of the defect/s to be rectified and the PIB contact details.

In some circumstances the officer may impose conditions on the vehicles movements and usage until the repairs can be effected.

VERBAL DIRECTION

Verbal direction can be given to the driver/operator of the vehicle. The officer may impose conditions on the vehicles movements and usage until the repairs can be effected, no further action will be taken however the verbal direction is a lawful act and therefore if the direction is not adhered to follow up enforcement could proceed.

Note: Legislation allows an enforcement officer to issue an infringement offence notice (with compliance) or a verbal direction to rectify defect/s within the directed timeframe. A new CoF is not required if compliance is offered or a verbal direction is given.

Failure to comply with the instruction/s on an out of service order (pink or green), an Infringement Offence Notice with compliance offered or a verbal direction to repair or rectify any defect/s, and/or failure to notify PIB that the vehicle has been repaired, may result in prosecution or some other follow up action.

RECTIFYING FAULTS AT THE ROADSIDE

As an alternative to the previously described enforcement action the officer may allow the vehicle to be repaired at the roadside depending on the defect and the environment or situation at the time of inspection. The aim of this is to allow defects to be rectified safely and efficiently without risk to the operator or other road users. Consequently further action is avoided as the risk the defect posed has been eliminated and the vehicle returned to a satisfactory compliance level.

THE ALTERNATIVE ACTION

ROADSIDE REMEDY (RR)

The defect or issue found makes the vehicle non-compliant with the LTA (eg the brake lights are not working), the driver finds a faulty connection and fixes it, or a tyre is damaged and the operator contacts a service provider who replaces it immediately. The risk is no longer there so the vehicle can continue.

Note: A partial repair at the roadside may reduce any following enforcement action (eg the brake lights are not working), the defect has a pink risk and will be recorded in RID. The driver can only repair the RHS brake light, by affecting a partial repair the defect will pose a lower risk, the officer may then allow the vehicle to proceed with compliance offered or a verbal direction to repair, again avoiding a new CoF.

In a case where the defect cannot be rectified at the roadside, then the appropriate enforcement action will be taken.

DISCRETIONARY EQUIPMENT

During any roadside inspection some equipment may be necessary to identify the degree of risk a defect poses, the following may apply:

- Checking of towing connections with the appropriate equipment (go - no go gauge) is discretionary. However, an enforcement officer may direct the driver to disconnect the trailer for inspection of the coupling. After the inspection is made, it is the responsibility of the driver to make sure a safe re-coupling is made before moving off.
- Use of a roller brake test machine for assessing brake performance is discretionary. If it is decided to carry out this test, then the procedure set down in the *CVIU Standard Operating Procedure: Brake Performance Testing* must be adhered to.
- Use of a 'heat gun' for assessing brake component temperatures is discretionary. If it is decided to carry out this check, then the procedure set down in the *CVIU Standard Operating Procedure: Brake Imbalance Testing* must be adhered to.

OTHER INSPECTIONS CARRIED OUT AT ROADSIDE

NZ Police CVIU and the Transport Agency vehicle specialists may conduct other inspections deemed appropriate for the situation or circumstance. Where possible the driver will be advised of what is required from them prior to an inspection. For example, for a level 4 dangerous goods inspection, the driver will be asked to provide the required documentation and allow the load to be inspected for compliance with the Land Transport Rule: Dangerous Goods 2005.

An explanation of the other levels of inspection is given below.

LEVEL 2 INSPECTION

A level 2 inspection is carried out where the vehicle is diesel powered and under 6000kgs or if the vehicle is an HMV above 6000kgs that displays a current CVIU passed inspection sticker. The following matters will be inspected:

THE DRIVER/OPERATOR COMPLIANCE

Driver impairment (alcohol and/or drugs), driver licence status, worktime and logbook requirements, driver behaviour, seat belt usage and transport Service licence details if applicable.

VEHICLE SAFETY COMPLIANCE

Evidence that the certificate of fitness is current, that there are no obvious defects present and that any load carried is secure.

ROAD USER CHARGES COMPLIANCE

The road user charges licence displayed/carried is appropriate for the vehicle and is current, that there is a distance recorder fitted to the vehicle and that it is functioning correctly.

LEVEL 4 INSPECTION

A level 4 inspection is carried out by a CVIU Enforcement Officer and will consist of a level 2 inspection as well as an assessment of compliance relative to the Land Transport Rule: Dangerous Goods 2005. Level 4 inspections may coincide with any other level of inspection.

LEVEL 6 INSPECTION

A level 6 inspection is carried out using a roller brake test machine to measure the brake performance of the vehicle/s. They are conducted by a CVIU Vehicle Safety Officer or an Transport Agency Vehicle Specialist following the procedure as described in the CVIU Standard Operating Procedure for any mobile

roller brake testing or the Transport Agency brake testing protocol for any in-ground roller brake testing. Level 6 inspections may coincide with any other level of inspection.

LEVEL 7 INSPECTION

A level 7 inspection is a vehicle emission check for excessive exhaust smoke and/or noise in accordance with the Land Transport Rule: Vehicle Emissions 2006.

Note that excessive smoke checks can only be conducted following the 10 second procedure as described in the CVIU Standard Operating Procedure. Level 7 inspections may coincide with any other level of inspection.

ROADSIDE INSPECTIONS: DISCLAIMER

Due to the limited nature of roadside inspections, there may be defects or issues present with the vehicle apart from those listed on an inspection report. The NZ Police and the NZ Transport Agency do not accept any liability for a defect or issue not detected by their officers. If further faults or defects are identified at any subsequent inspection, then they must be rectified before the vehicle is returned to service. Any questions about an inspection should be directed to the local CVIU or Transport Agency area manager as soon as practicable.

Note: A roadside inspection at level 3 or level 5 is not as thorough or extensive as a certificate of fitness (CoF) inspection. It must not be considered as a de facto CoF inspection or vehicle condition report. On rare occasions it is possible an officer may cite a defect that, upon subsequent detailed inspection by a CoF inspector is considered to be within a safe tolerance. Procedures for removing an operator's RID score from the Operator Rating System are covered in the Disputes Resolution Process for roadside inspections available from both the Transport Agency and Police websites and in the back of this guide.

GLOSSARY OF TERMS USED IN THIS GUIDE

CoD	The <i>HMV categorisation of defects guide</i> – a guide designed to assist operators, drivers, Police and Transport Agency in the inspection of HMVs	VIRM	The <i>Vehicle inspection requirements manual</i> – a manual used by all vehicle testing authorities to ensure vehicles are inspected consistently and that they conform to all legislative requirements. The VIRM is available on-line and covers in-service requirements (WoF and CoF), entry certification, border inspection, heavy vehicle specialist certification, light vehicle repair certification and alternative fuels certification
CoF	A certificate of fitness – evidence that a heavy motor vehicle, taxi, passenger service vehicle or rental vehicle is fit for use on NZ roads	VLT	The visual light transmission – refers to the amount of light transmitted through vehicle glass windows, a high percentage of light transmission means the window is clear of lightly tinted, a low percentage of light transmission means the window is dark or heavily tinted
CVA	The critical vision area – refers to the zone of vision directly in front of the driver, usually refers to the windscreen but can include anything that could impede the drivers vision	VS	A Transport Agency Vehicle Specialist – highly experienced technicians specialising in the transport industry and often working alongside CVIU
CVIR	A Commercial Vehicle Inspection Report – a report used to gather driver, vehicle, operator and load information that contributes to RID	VSO	A Commercial Vehicle Investigation Unit Vehicle Safety Officer – a qualified Automotive Engineer warranted as an enforcement officer under the Policing Act 2008
CVIU	The Commercial Vehicle Investigation Unit of New Zealand Police – a national service group largely dedicated to ensuring commercial vehicles comply with the LTA 1998		
HMV	A motor vehicle that exceeds a gross vehicle mass of 3500kgs		
ION	An Infringement Offence Notice – a notice to the driver/operator of a vehicle that carries a penalty, in certain circumstances and ION can be used to offer compliance		
LT400	A form used by HMV certifying engineers to log changes or modifications carried out on HMVs, forms are lodged with a CoF inspection agent		
LTA 1998	The Land Transport Act 1998 – including Land Transport Rules and various regulations thereof		
NZS	The New Zealand Standards – a set of regulations that guide the engineering of vehicles and associated equipment fitted to vehicles, especially HMVs		
OE	Means original equipment as fitted at the time of vehicle manufacture, usually relates to standard parts that are used when the vehicle is assembled and prior to registration		
ORS	The Operator Rating System – a system that encourages transport operators to make their vehicles and driving practices as safe as possible		
Qualified Officer	A constabulary member of Police that has obtained qualification to carry out Level 3 inspections		
RID	The Roadside Inspection Database – a dataset that collates roadside inspection codes that make up part of the ORS		
SOP	The Standard Operating Procedures – a set of guidelines for enforcement officers		
Transport Agency	The NZ Transport Agency – a government agency that sets regulations and rules for transport in New Zealand		
TSL	A transport service licence – a mandatory requirement for operators of a transport service, rental vehicle service, passenger vehicle service or vehicle recovery service using an HMV with a gross vehicle mass exceeding 6000kgs and for some operators of small passenger service vehicles		

LEVEL 3

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
BRAKES					
BRAKE AIR SYSTEM					
3	BA56	Brakes	Air reservoir contains excessive oil/water - air brake reserve affected	An air reservoir contains an excessive amount of oil or water (air brake reserve is affected to where the required number of brake applications do not meet the requirement)	Green
3	BA57	Brakes	Air reservoir contains excessive oil/water - air brake reserve not affected	An air reservoir contains an excessive amount of oil or water (air brake reserve is not affected)	Green 2
3	BA58	Brakes	Low air warning device not operational	The low air warning device is not operational. Refer to VIRM.	Green
3	BA61	Brakes	Air line insecure, chafing evident but no leaks	Air line(s) are insecure with chafing evident but no leaks are detected.	Green 2
3	BA65	Brakes	Air leaks any other system	Air leak from any other system.	Green 2
3	BA66	Brakes	Air tank mounts broken - tanks insecure	Air tank mounts broken or damaged that cause the tank(s) to be insecure.	Pink
3	BA67	Brakes	Air tank single mount point broken	Air tank with single mounting point broken or damaged tank detachment not imminent (assuming four mounting points).	Green 2
3	BA69	Brakes	Air brake pipe not supported	An air brake pipe is not supported over a span of >700mm for 6 to 10mm pipe, or >1000mm for 10 to 18mm pipe	Green 2
3	BA71	Brakes	Air brake pipe, hose or connector in contact with any part of vehicle that has caused or could cause damage or wear	An air brake pipe, hose or connector is in contact with any parts of the vehicle in a way that has caused or could cause damage or wear such as chafing or denting. The pipe hose or connector is in contact with any moving parts	Green 2
3	BA72	Brakes	Air brake pipe, hose, connector or component leaking - audible air leak from a pipe, hose, connector or component.	An air brake pipe, hose, connector or other component leaks. There is an audible air leak from a pipe, hose, connector or any other air system component leak	Pink
3	BA73	Brakes	Air brake pipe corroded	An air brake pipe is corroded or pitted where the pipe's strength is reduced	Green
3	BA74	Brakes	Air brake pipe or hose cross sectional area has been reduced by wear or chaffing	An air brake brake pipe or hose cross sectional area has been reduced, eg as a result of wear, denting, kinking or chaffing.	Green 2
3	BA79	Brakes	Hoses to trailer brakes not connected	Hoses to trailer brakes not fitted or disconnected.	Pink
3	BA80	Brakes	Suzie coil hose does not comply, support spring missing/ ineffective	Suzie coil hose does not comply with HVBR or is not supported at each end of the connection by a support spring	Green 2
BRAKE COMPRESSOR					
3	BC57	Brakes	Air compressor drive pulley broken or loose or belt cracked or frayed	A drive pulley is cracked, broken or loose or drive belt is cracked through to reinforcing cords, extensively frayed or missing drive sections.	Green
BRAKE EQUIPMENT					
3	BE51	Brakes	Brake pedal not securely fastened - detachment imminent	A brake pedal is not securely fastened. Detachment is imminent or the pedal is loose so that it can contact the vehicle structure or any fittings	Pink
3	BE52	Brakes	Brake pedal not securely fastened or loose - detachment not imminent.	A brake pedal is not securely fastened or loose. The pedal is loose (eg there is significant sideways movement) but it cannot contact the structure or any fittings.	Green 2
3	BE54	Brakes	Brake pedal friction surface/rubber worn or missing	The brake pedal friction surface/rubber is worn or missing	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	BE58	Brakes	Cable damaged - damage significantly weakens cable/prevents free operation	A cable is damaged eg knotted, corroded, chafed or has broken strands. The damage significantly weakens the cable or prevents its free operation	Pink
3	BE59	Brakes	Cable is damaged - damage does not significantly weaken cable/prevent free operation or a join is unsuitable	A cable is damaged eg knotted, corroded, chafed or has broken strands. The damage does not significantly weaken the cable or prevent its free operation or a cable is joined in an unsuitable way or is fitted with an auxiliary tensioner	Green 2
3	BE62	Brakes	The park brake actuator missing/not operational/does not lock into position, remains applied when released, is not securely fastened & may detach. Risk of inadvertent release	A park brake actuating lever is missing or not operational or does not lock into position and remains permanently applied or remains applied when released or is not securely fastened and may detach or there is a risk of inadvertent release.	Pink
3	BE63	Brakes	Park brake actuator not securely fastened, detachment not imminent	A lever is not securely fastened. Detachment is not imminent and there is no risk of the brake being released inadvertently.	Green 2
3	BE64	Brakes	Brake equipment loose	Brake equipment, components or mounts loose.	Green 2
BRAKE FOUNDATION					
3	BF57	Brakes	Locking device missing, detached, loose or insecure	A locking device is not fitted, loose, or not of an approved type. The locking device is missing, detached, loose or insecure	Green
3	BF60	Brakes	Brake chamber missing or loose or damaged	A brake chamber missing or loose or damaged (affecting operation), housing is perforated by corrosion and the assembly is unsound or air lines disconnected and/or blocked off.	Pink
3	BF63	Brakes	Brake chamber (including clamps)/camshaft support bracket loose/bent/cracked/corroded.	A brake chamber (including chamber clamps) or camshaft support bracket is loose, bent, cracked or corroded.	Green
3	BF64	Brakes	Calliper/wheel cylinder leaks or there is audible air leak from brake chamber	A calliper or wheel cylinder leaks, or there is an audible air leak from a brake chamber	Green
3	BF65	Brakes	A mechanical brake linkage is missing, welded, slack adjuster incorrect angle, loose, pin missing	A mechanical brake linkage is missing or is welded or slack adjuster lever has the incorrect angle across an axle or has been cut to incorrect length, is loose or has excessive movement or a clevis pin is missing.	Green
BRAKE HYDRAULICS					
3	BH51	Brakes	Reservoir/master cylinder/servo unit leaks, or is loose/otherwise damaged or worn	A reservoir, master cylinder or servo unit leaks, or is loose, cracked, corroded, broken, otherwise damaged or worn	Green
3	BH58	Brakes	Brake hydraulic weep	There is a hydraulic weep from a wheel or master cylinder	Green 2
3	BH59	Brakes	Hydraulic brake pipe, hose or connector is damaged	A hydraulic brake pipe, hose or connector is otherwise damaged, incl. cracked pipes or connectors; and twisted or stretched brake hoses. A pipe or connector is cracked.	Green
BRAKE SYSTEM					
3	BS51	Brakes	Any part of brake mechanism not securely fitted or attached	Any part of a brake mechanism is not securely fitted or attached	Pink
3	BS52	Brakes	Vehicle in combination has a GCM 39,000kg - 44,000kg not certified to HVBR	A vehicle used in a combination has a GCM of between 39,000kg and 44,000kg that is not certified for compliance with either of schedules 1 - 4 of the HVBR or brake code not listed on CoL.	Pink
3	BS55	Brakes	ABS/EBS system is not operating - Combination vehicle	An ABS or EBS system is not operating on all units in a combination when it is required (HPMV permits) or where the vehicle's standard compliance or certification requires it to be operational (HVBNZ).	Pink
3	BS56	Brakes	Part of brake mechanism in contact with part of the vehicle - could cause damage/wear	Any part of a brake mechanism is in contact with any part of the vehicle in a way that could cause damage or wear such as chafing	Green 2
3	BS59	Brakes	ABS/EBS system is non operating - single vehicle	An ABS/EBS system is not operating on a single vehicle or one of the vehicles in a combination	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
BRAKE TESTING					
3	BT52	Brakes	Brake temperature detector check – brake imbalance	A Brake temperature check has detected brake imbalance refer to CVIU SOP brake temperature detector for action to be taken.	Green 2
3	BT57	Brakes	The service brake on an axle is unbalanced (imbalance >30%)	The service brake on a common axle is unbalanced. The imbalance is greater than 30% on an axle other than a single steer front axle	Green 2
CAB, CHASSIS AND BODY					
ANCILLARY EQUIPMENT					
3	CA52	Cab, chassis and body	Speedometer not operational, damaged, needle jammed, inaccurate or can't be seen by driver	A speedometer is not operational or damaged, the needle is jammed, is inaccurate or can't be seen from driver position. Note a GPS is not an acceptable speedo.	Green 2
3	CA53	Cab, chassis and body	Horn missing or not operational or weak	The horn is missing or it is not operational or it can not be heard from 100mtrs.	Green 2
3	CA54	Cab, chassis and body	Vehicle is fitted with a bell, siren or whistle	A vehicle is fitted with a bell, siren or whistle. Check VIRM for exemptions.	Green 2
CORROSION					
3	CC51	Cab, chassis and body	Corrosion in pillars	Corrosion which has resulted in a hole >30mm in the cab pillars or is within 130mm of the top of the A-pillar. Requires LT400	Green
3	CC52	Cab, chassis and body	Corrosion hole around door hinges	Corrosion which has resulted in a hole >50mm around the cab door hinges. Requires LT400	Green
3	CC53	Cab, chassis and body	Corrosion in the cab	Corrosion that has resulted in a hole > 50mm in any other part of the cab or body within 100mm of a mount. Requires LT400	Green
3	CC54	Cab, chassis and body	Chassis has severe corrosion or rust heave	Chassis has corrosion with flaking rust and significant reduction of material thickness or rust heave. The chassis should be inspected by a specialist certifier. Particular attention should be paid to any vehicle used to carry stock, fertiliser or corrosive cargo. Requires certification (LT400).	Green
DOORS					
3	CD51	Cab, chassis and body	Door damaged, not securely fitted or cannot be opened from inside or does not stay closed	A door is damaged/not securely fitted by way of an appropriate door retention system, or any part of a door retention system is missing or significantly damaged or deteriorated. A door can not be opened from the inside or closed securely or does not stay closed. Except if fitted with a child safety lock and the child safety lock is activated, and for vehicles used to carry legally detained persons.	Pink
3	CD52	Cab, chassis and body	Door retention deteriorated or it requires excessive force to open or close	A door retention system, or any part of a door retention system is missing or deteriorated or requires excessive force to open or close where the door may open inadvertently.	Green 2
3	CD53	Cab, chassis and body	No ready means of entrance and exit	There is no ready means of entrance and exit for vehicle occupants.	Pink
CHASSIS FITTINGS					
3	CF51	Cab, chassis and body	Load containment structure damaged or not securely fitted – risk of failure, vehicle loaded (includes cab guard)	Any part of a load containment structure is damaged or not securely fitted; there is significant risk of the structure failing and the vehicle is loaded (includes cab guards)	Pink
3	CF52	Cab, chassis and body	Load containment structure damaged or not securely fitted – risk of failure, vehicle unloaded (includes cab guard)	Any part of a load containment structure is damaged or not securely fitted; there is significant risk of the structure failing but the vehicle is not loaded (includes cab guard)	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	CF53	Cab, chassis and body	Cab or body attachment points (includes mounts) broken or missing 1/3 or more attachment points are loose and the vehicle is loaded	The cab or body attachment points (includes mounts) are broken or missing or severely damaged by corrosion or the attachment points of the subframe or body are missing, broken or visibly loose on more than 1/3 of one side and the vehicle is laden. Requires certification (LT400).	Pink
3	CF54	Cab, chassis and body	Chassis rail, cross members, deck attachments, or cab and body attachments damaged – risk of failure/unsafe operation, vehicle loaded	Chassis rail, cross members, deck attachments, or cab and body attachments are damaged (eg corroded, deformed or cracked, or not securely fitted); there is a significant risk of a component failing or the vehicle cannot be operated safely and the vehicle is loaded	Pink
3	CF55	Cab, chassis and body	Chassis rail, cross members, deck attachments, or cab and body attachments damaged – risk of failure/unsafe operation, vehicle not loaded	Chassis rail, cross members, deck attachments, or cab and body attachments are damaged (eg corroded, deformed or cracked, or not securely fitted); there is a significant risk of a component failing or the vehicle cannot be operated safely but the vehicle is not loaded	Green
3	CF56	Cab, chassis and body	Sub-frame or body attachment bolts loose – unladen	Sub-frame or body attachment bolts, nuts or other types of fastening are loose but not missing and vehicle is unladen.	Green 2
3	CF59	Cab, chassis and body	Monocoque construction showing signs of possible failure in a minor load bearing area	A vehicle of monocoque construction shows signs of failure in a minor load bearing area but is less than the threshold in the technical reference document in the back of this manual. Requires certification (LT400).	Green 2
3	CF60	Cab, chassis and body	Fuel tank, battery box, locker box or other heavy item dangerously insecure	Fuel tank, battery box, locker box or any other heavy item is dangerously insecure due to missing bolts, nuts, or has a broken or cracked or is missing a bracket.	Pink
3	CF61	Cab, chassis and body	Fuel tank, battery, battery box, locker box cover/lid/door or other heavy item insecure or loose	Fuel tank or battery or battery box or locker box cover/lid/door or air tanks or any other heavy item is not properly secured because some of the bolts/pins are loose/missing/broken.	Green 2

CHASSIS MOUNTS AND MEMBERS

3	CM51	Cab, chassis and body	Cross member is broken	Cross member is broken or missing or severely damaged by corrosion. Second or subsequent repair Requires certification (LT400).	Pink
3	CM52	Cab, chassis and body	Cross member has a visible crack	Cross member has a visible crack. Second or subsequent repair Requires certification (LT400).	Green
3	CM53	Cab, chassis and body	Chassis or cross-member fastenings insecure/unsafe	Chassis or cross-member fastenings are visibly loose or insecure and have signs of movement – rivets, nuts, bolts or any other type of fastening. Unsafe condition.	Pink
3	CM54	Cab, chassis and body	Chassis or cross-member fastenings loose	Chassis or cross-member fastenings are visibly loose or have signs of movement – nuts, bolts or any other type of fastening that require only retightening.	Green 2
3	CM56	Cab, chassis and body	Chassis rail crack on flange >30mm or web >60mm	Chassis rail has a visible crack either on the flange greater than 30mm or on the web greater than 60mm. Requires certification (LT400).	Pink
3	CM57	Cab, chassis and body	Chassis rail crack to flange and web of rail	Chassis rail has a visible crack that extends at least partially through to both the flange and web of the rail. Requires certification (LT400).	Pink

SEATS AND BELTS

3	CS51	Cab, chassis and body	No seat for driver	A vehicle is not fitted with a seat for the driver and the vehicle cannot be operated safely	Pink
3	CS52	Cab, chassis and body	Driver's seat not securely fitted – detachment imminent	The driver's seat is not securely fitted to the vehicle and detachment is imminent, or there is a significant risk of the seat detaching under the load, eg in the event of an emergency stop or accident	Pink
3	CS53	Cab, chassis and body	Other seat not securely fitted – detachment imminent	A seat other than the driver's seat is not securely fitted to the vehicle and detachment is imminent, or there is a significant risk of the seat detaching under the load (eg in the event of an emergency stop or accident)	Green
3	CS54	Cab, chassis and body	Drivers seat damaged, loose or excessively worn	A seat is not securely fitted to the vehicle; detachment is not imminent but the seat structure or mounting points are weakened through damage or deterioration.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	CS55	Cab, chassis and body	Seat belt damaged/worn occupied seat	Seat belts are fitted and/or the seat belt anchorages are damaged or worn so they do not function correctly or are unsafe. Driver's seat or an occupied passenger seat. Requires LT400	Green
3	CS56	Cab, chassis and body	Seat belt damaged/worn unoccupied seat	Seat belt and/or the seat belt anchorages for passenger are damaged or worn but the seat is not occupied.	Green 2
3	CS57	Cab, chassis and body	Seat belt not fitted	Seat belt(s) are required but not fitted to a vehicle manufactured or first registered in NZ after 1 October 2003.	Green
DRIVELINE					
DRIVESHAFT					
3	DS58	Driveline	Universal joint cap bolt missing/broken - failure not imminent	A universal joint cap bolt is missing or broken but failure is not imminent	Green 2
3	DS64	Driveline	Centre hanger or bearing excessively worn insecure or damaged	Drive-shaft centre hanger or bearing is excessively worn or the rubber is insecure or damaged or dislodged or perished.	Pink
ANCHORAGES					
3	EA51	Load anchorage	Load anchorage system (in use) not certified	A load anchorage system (in use) is not certified for compliance with NZS5444. Requires certification (LT400).	Pink
3	EA52	Load anchorage	Stock crate retaining system not certified - loaded	A stock crate retaining system manufactured before 01/01/95 is not certified for compliance with section 5 of NZS5413 and the vehicle is loaded. Requires certification (LT400).	Pink
3	EA53	Load anchorage	Stock crate retaining system not certified - unloaded	A stock crate retaining system manufactured before 01/01/95 is not certified for compliance with section 5 of NZS5413 but the vehicle is not loaded. Requires certification (LT400).	Green 2
3	EA54	Load anchorage	Stock crate or monocoque stock trailer not certified	A stock crate retaining system or monocoque stock trailer is not certified with compliance with NZS3413. Requires certification (LT400).	Pink
3	EA55	Load anchorage	Load anchorage damaged/not securely fitted, load secured to or by anchorage and includes body supports and outriggers - failure imminent	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage is significantly compromised, there is an immediate risk of failure and a load is secured to or by the anchorage and includes body supports and outriggers. Requires certification (LT400).	Pink
3	EA56	Load anchorage	Load anchorage damaged/not securely fitted - load secured to or by anchorage	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage may be compromised. A load is secured to or by the anchorage. Requires certification (LT400).	Green
3	EA57	Load anchorage	Load anchorage damaged/not securely fitted - risk of failure, no load secured to or by anchorage	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage is significantly compromised, and there is an immediate risk of failure but a load is not secured to or by the anchorage. Requires certification (LT400).	Green 2
3	EA58	Load anchorage	Stock crate door does not stay closed/not securely fitted/damaged/not properly maintained - any condition of loading	A stock crate door does not stay closed when shut, is not securely fitted to the vehicle, not properly maintained, or damaged. There is significant risk of the door failing in any condition of loading.	Green
3	EA59	Load anchorage	Vehicle not fitted with load anchorage certification label	A vehicle fitted with load anchorages is not fitted with a certification label, or the certification label is invalid, illegible, incomplete or incorrect (eg the number of load anchorages does not match the number stated on the certification label). Requires certification (LT400).	Green 2
3	EA61	Load anchorage	Bolster locking pins - missing or out of shape	Any bolster assembly locking pins are missing, damaged, bent or deformed.	Pink
3	EA64	Load anchorage	Rope rails damaged	Rope rails are damaged, detached at any point or cracked. Requires certification (LT400).	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	EA65	Load anchorage	Logging bolster not certified	A logging bolster fitted on or after 27/11/98 is not certified for compliance with the Bolster Attachment Code of 27/11/98	Pink
3	EA66	Load anchorage	Bolster not securely fitted or attachment is damaged – immediate risk of failure, vehicle loaded	A bolster is not securely fitted to the vehicle, or a bolster or bolster attachment is damaged; the integrity of the bolster or bolster attachment is significantly compromised, there is an immediate risk of failure. Requires certification (LT400).	Pink
3	EA67	Load anchorage	Bolster not securely fitted or attachment is damaged – no immediate risk of failure	A bolster is not securely fitted to the vehicle, or a bolster or bolster attachment is damaged; the integrity of the bolster or bolster attachment may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green 2
3	EA70	Load anchorage	More than one twist lock is damaged/not securely fitted or does not lock effectively, vehicle laden.	More than one load anchorage twist lock is damaged, not securely fitted to the vehicle or does not lock positively (detents are not engaging positively). The integrity of the load anchorage system is compromised and there is an immediate risk of failure, vehicle is laden. Requires certification (LT400).	Pink
3	EA71	Load anchorage	One twist lock does not lock effectively.	One load anchorage twist lock does not lock positively (detents are not engaging positively). The integrity of the load anchorage system may be compromised.	Green 2

EXTERNAL FITTINGS

3	EF51	External fittings	Damaged or deteriorated part – safety risk	A damaged or deteriorated part of the vehicle poses a significant safety risk to other road users.	Pink
3	EF52	External fittings	External fitting/damaged or deteriorated part affects driver’s view or control	An external fitting, or a damaged or deteriorated part of the vehicle, adversely affects the driver’s view or control of the vehicle.	Pink
3	EF53	External fittings	External fitting poses significant risk of injury to other road users.	An external fitting poses a significant risk of injury to other road users and this cannot be rectified, including damaged functional fittings eg bull bars, winches, tow balls and side racks for ladders. QP if rectified/made safe before continuing.	Pink

EQUIPMENT LOCKING

3	EL51	Equipment locking devices	Sliding axle set/chassis/outrigger does not have effective locking device – may be a risk to other road users	A sliding axle set or sliding chassis, or an outrigger fitted to a vehicle does not have an effective locking device by visual inspection and there may be significant risk to other road users.	Pink
3	EL53	Equipment locking devices	A required alarm is not fitted or does not operate	A required locking device alarm is not fitted or does not operate.	Pink

EXHAUST SYSTEM

3	ES51	Exhaust system	Internal combustion engine – no exhaust system	A vehicle with an internal combustion engine is not fitted with an exhaust system. The exhaust system includes manifolds, silencers, pipes, gaskets, mounting hardware and heat shields fitted to protect fire risk.	Pink
3	ES52	Exhaust system	Exhaust system not securely fitted – detachment imminent	An exhaust system is not securely fitted and detachment is imminent	Pink
3	ES53	Exhaust system	Exhaust system not effective, loose, leaks or excessive noise	An exhaust system is not effective, has been damaged, the system is loose and leaks or creates excessive noise	Green
3	ES54	Exhaust system	Excessive smoke – safety issue exists	Excessive smoke as determined by 10 second moving test or other means	Green
3	ES55	Exhaust system	Exhaust system leaks fumes into the cab or passenger compartment	An exhaust system does not comply with applicable requirements because it leaks fumes into the cab or passenger compartment and is unsafe.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
FLUID LEAKS					
FLUID LEAKS					
3	FL51	Fluid leaks	Fluid leaks other	Fluid leaks from any other source that warrants attention but does not pose a danger to other road users.	Green 2
3	FL52	Fluid leaks	Oil leak: vehicle power train - severe	Oil leaks from engine diff or gearbox - danger to other road users. There is pooling under the vehicle when it is stationary.	Pink
3	FL53	Fluid leaks	Oil leak: hydraulic ancillary system - severe	Oil leaks from hoist, crane etc - danger to other road users. There is pooling under the vehicle when it is stationary.	Pink
3	FL54	Fluid leaks	Fuel dripping	Fuel leaking while vehicle is standing, ie free flow or dripping or could create fire risk - dangerous to other road users.	Pink
3	FL55	Fluid leaks	Fuel seepage from fuel system	Fuel is seeping from fuel system but there is no fire risk or risk to safety of other road users.	Green 2
3	FL56	Fluid leaks	Power steering system leak - major	Power steering system has a major leak - must be dripping.	Pink
3	FL57	Fluid leaks	Leakage of steering shock absorber damping fluid/minor power steering fluid leak	Leakage of steering shock absorber damping fluid or minor power steering fluid leak. Less than two drips in 30s.	Green 2
FUEL SYSTEM LEVEL 3					
3	FS51	Fuel system	CNG or LPG alternative fuel inspection certificate absent, LPG in the tank	A vehicle with an operational CNG or LPG alternative fuel system does not have a current alternative fuel inspection certificate and has LPG in the tank	Green
3	FS52	Fuel system	Fuel cap not fitted, worn or damaged excessive spillage	A fuel cap is not fitted or is worn/damaged and does not prevent spillage.	Pink
3	FS53	Fuel system	Fuel tank, pump, pipe, hose or connector damaged failure is imminent	The fuel tank, pump, pipe, hose or connector leaks or failure is imminent.	Pink
3	FS54	Fuel system	The fuel tank, pump, pipe, hose or connector is significantly damaged	The fuel tank, pump, pipe, hose or connector is significantly damaged, eg cracked or excessively worn or corroded.	Green
3	FS55	Fuel system	The fuel tank, pump, pipe, hose or connector is damaged but not significantly. Failure is not imminent	The fuel tank, pump, pipe, hose or connector is damaged but not significantly damaged. Failure is not imminent.	Green 2
LIGHTING					
For additional guidance see the Lighting section in Technical references					
LIGHTING ANCILLARY					
3	LA51	Lighting	One (front) or more than two fog lamps fitted (front/rear)	Only one front fog light, or there are more than two fog lamps fitted, front or rear	Green
3	LA52	Lighting	A fog lamp emits a colour other than white or amber (front) or red or amber (rear)	A fog lamp fitted to the front emits a colour other than white or amber, or a fog lamp fitted to the rear emits a colour other than red or amber	Green
3	LA53	Lighting	A fog lamp is insecure, damaged or out of alignment	A fog lamp is insecure, the lens is damaged or opaque, or the lamp is out of alignment	Green 2
3	LA54	Lighting	One or more than two spot/driving lamps fitted	Only one spot/driving lamp fitted, or more than two spot/driving lamps are fitted	Green
3	LA55	Lighting	A spot/driving lamp not properly connected.	A spot/driving works intermittently, flashes, or flickers when tapped. A spot/driving lamp is not connected correctly so that it extinguishes when the driver switches the OE headlamps from high beam to low beam.	Green 2
3	LA56	Lighting	A spot/driving lamp out of alignment, emits light colour other than white or amber, or has unequal light output	A spot/driving lamp is out of alignment, emits a light colour that is other than white or amber, or does not have approximately equal light output or intensity. Applies only to cases where the alignment is such that there is a significant risk of dazzling or blinding oncoming traffic	Green
3	LA57	Lighting	A spot/driving lamp not securely fitted, damaged, obscured, water in lamp or reflector deteriorated	A spot/driving lamp is not securely fitted, is damaged or obscured, there is water in the lamp or reflector is deteriorated so as affect its performance	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	LA59	Lighting	Scene lamp fitted to vehicle other than heavy goods vehicle, forklift, ambulance/ fire appliance	A scene lamp is fitted to a vehicle other than a heavy goods vehicle, forklift, ambulance or fire appliance	Green 2
3	LA60	Lighting	More than 2 scene lamps fitted to heavy goods vehicle. More than 4 scene lamps fitted to ambulance/fire appliance	More than two scene lamps are fitted to a heavy goods vehicle, or more than four scene lamps are fitted to an ambulance or fire appliance	Green 2
3	LA61	Lighting	Scene lamp not securely fitted	A scene lamp is not securely fitted. Must be refitted or removed before continuing.	Green 2
3	LA62	Lighting	Scene lamp warning light not fitted/operational	A warning light which indicates operation of a scene lamp to the driver is not fitted or not operational	Green 2
3	LA63	Lighting	Flashing/revolving lamp not fitted as specified/required, exceeds number permitted, emits incorrect colour or is not securely fitted	A flashing or revolving lamp is not fitted as specified or required, exceeds the number permitted, emits light of a colour other than the colour specified or is not securely fitted	Green 2
3	LA64	Lighting	Cosmetic lamps dazzle, disorient or emit a visible light source other than white or amber to the front or red or amber to the rear	A vehicle fitted with cosmetic lights creates a risk of dazzling or disorienting other road users, or that they emit a visible light source with a colour that is not white or amber when viewed from the front, or red or amber when viewed from the rear.	Green

LIGHTING BRAKE LIGHTS

3	LB51	Lighting	No stop lamps fitted, no stop lamps working, excessively damaged or fully obscured. Single vehicle or rear unit of combo	No required stop lamps are fitted, or all stop lamps do not operate, or they are excessively damaged and affects the operation or they are fully obscured. On a single vehicle or on the rear unit of a combination.	Pink
3	LB52	Lighting	One stop lamp is fitted, not working, excessively damaged or fully obscured. Single vehicle or rear unit of combo	Only one required stop lamp is fitted, or does not operate, or is damaged, or is fully obscured. On a single vehicle or on the rear unit of a combination. Includes any auxiliary stop lights if fitted.	Green 2
3	LB53	Lighting	No stop lamps operate on a front vehicle in a combo	No stop lamps operate when the service brake applied on a front vehicle used in a combination.	Green 2
3	LB54	Lighting	All stop lamps remain on when service brake is released	All stop lamps remain on when service brake is released after application. Applies also to any auxiliary stop lamps fitted.	Green
3	LB55	Lighting	One stop lamp remains on when service brake is released	One stop lamp remains on when service brake is not applied. Applies also to auxiliary stop lamps if fitted.	Green 2
3	LB56	Lighting	Stop lamp emits colour other than red, or is obscured	A stop lamp emits light of a colour other than red, or is obscured, ie lens badly faded or crazed Applies to any auxiliary stop lamps if fitted.	Green 2

LIGHTING CORNER LIGHTS

3	LC51	Lighting	One or more than two cornering lamps fitted	Only one, or more than two, cornering lamp(s) is/are fitted	Green 2
3	LC52	Lighting	Cornering lamp operates incorrectly or intermittently, emits colour other than white/amber or visible from rear.	A cornering lamp operates intermittently, flashes or flickers when tapped or operates with the headlamps switched off, without the direction indicators on the same side operating, or with the direction indicators on the opposite side operating, or emits light of a colour other than white or amber or is visible from the rear of the vehicle.	Green 2
3	LC53	Lighting	Cornering lamp not securely fitted, damaged detachment imminent	A cornering lamp is not securely fitted or damaged and detachment is imminent.	Green
3	LC54	Lighting	Cornering lamp not securely fitted, damaged detachment not imminent	A cornering lamp is not securely fitted or damaged and detachment is not imminent	Green 2

LIGHTING DAYTIME RUNNING LIGHTS

3	LD51	Lighting	One or more than two daytime running lamps fitted	Only one, or more than two, daytime running lamp(s) is/are fitted	Green
3	LD52	Lighting	Daytime running lamp emits colour other than white/amber or can be seen from the rear.	A daytime running lamp emits light of a colour other than white or amber or can be seen from the rear of the vehicle	Green 2
3	LD53	Lighting	Daytime running lamp works intermittently/operates with fog lights, not securely fitted or damaged	A daytime running lamp works intermittently, flashes, or flickers when tapped or operates with fog lights, or is not securely fitted or is damaged. Which could be a risk to other road users.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
LIGHTING HEAD LIGHTS					
3	LH51	Lighting	Required headlamps is not fitted, not operating or detachment is imminent	A vehicle is operated with no mandatory headlamps fitted or not securely fitted and detachment is imminent or are fitted but not operational, works intermittently, flashes or flickers when tapped. Flashing headlamps are permitted on Police vehicles, ambulances, fire engines, some other emergency service vehicles and some load pilot vehicles.	Pink
3	LH52	Lighting	One required headlamp is not fitted, not securely attached or is not operational	A vehicle is operated with only one mandatory headlamps fitted or one headlight is not operational, works intermittently, flashes or flickers when tapped.	Green 2
3	LH53	Lighting	More than 2 low beam headlamps fitted or operate on low beam.	More than 2 low beam headlamps fitted or operate on low beam. Not including any fog lamps.	Green
3	LH54	Lighting	Low beam headlamps do not illuminate the road up to 50m forwards	The low beam headlamps do not illuminate the road within a range of at least 50m in front of the vehicle	Green
3	LH55	Lighting	Headlamps out of alignment (During darkness) Blinding other road users	A vehicle is operated during the hours of darkness with misaligned headlamps. Applies only to cases where the alignment of low beam headlamps is such that there is a significant risk of dazzling or blinding oncoming traffic.	Pink
3	LH56	Lighting	A headlamp is out of alignment (during daylight)	A vehicle is operated during the hours of daylight with misaligned headlamps that pose a significant safety risk to other road users	Green 2
3	LH57	Lighting	More than 4 headlamps operate on high beam	More than 4 headlamps operate on high beam	Green
3	LH58	Lighting	A high beam headlamp operates when low beam selected	A high beam headlamp operates when low beam is selected	Green 2
3	LH59	Lighting	Headlamp emits colour other than white/amber	A headlamp emits light of a colour other than white or amber	Green
3	LH60	Lighting	A headlamp is damaged failure is imminent or light output on either side is not approx. equal	A headlamp is damaged: the lamp's light output or pattern is affected or water is in the lamp (eg a lens is missing or significantly damaged) Headlamps on either side do not have approx. equal light output	Green 2
3	LH61	Lighting	A headlamp is fully obscured at night	A headlamp is fully obscured (during darkness) Obscured, for example, by a bullbar	Pink
3	LH62	Lighting	A headlamp is partially obscured at night	A headlamp is partially obscured (during darkness) Obscured, for example, by a bullbar	Green
3	LH63	Lighting	A headlamp is fully/partially obscured daytime	A headlamp is fully/partially obscured (during day light) Obscured, for example, by a bullbar	Green 2
3	LH64	Lighting	A headlamp cover affects light output at night	A headlamp is fitted with a cover that is opaque, tinted, damaged or deteriorated and the lamp's light output or pattern is affected at night	Green
3	LH65	Lighting	A headlamp cover affects light output daytime	A headlamp is fitted with a cover that is opaque, tinted, damaged or deteriorated and the lamp's light output or pattern is affected during the day	Green 2
3	LH66	Lighting	H/lamp low beam RHS not working at night	Headlamp right hand side low beam is not working. During night time hours	Pink
3	LH67	Lighting	H/lamp low beam LHS none at night but has forward side lamps	Headamp left hand side low beam is not working but both forward facing side lamps are working during hours of darkness	Green
LIGHTING INDICATOR LIGHTS					
3	LI51	Lighting	Whole indicator system does not operate	The whole indicator system does not operate	Pink
3	LI52	Lighting	One side indicator system does not operate	One side of vehicle indicator system does not operate	Green
3	LI53	Lighting	Required direction indicator lamp not fitted	A required direction indicator lamp is not fitted	Green
3	LI54	Lighting	One direction Indicator lamp not working	A direction indicator lamp not operational	Green 2
3	LI55	Lighting	A direction indicator lamp works intermittently and flickers when tapped.	A direction indicator lamp works intermittently or flickers when tapped. Applies also to auxiliary direction indicator lamps if fitted	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	LI56	Lighting	Direction indicator lamp does not flash between 60 and 120 times per minute	A direction indicator lamp does not flash at a rate of between 60 and 120 times per minute. Applies also to auxiliary direction indicator lamps if fitted	Green 2
3	LI57	Lighting	Front direction indicator lamp emits colour other than white/amber	A front direction indicator lamp emits light of a colour other than white or amber. Applies also to auxiliary direction indicator lamps if fitted	Green 2
3	LI58	Lighting	Rear direction indicator lamp emits light other than red or amber	A rear direction indicator lamp emits light of a colour other than red or amber. Applies also to auxiliary direction indicator lamps if fitted.	Green 2
3	LI59	Lighting	Direction indicator lamp is damaged, fully obscured or output affected/failure imminent or is not securely fitted (detachment is imminent)	A direction indicator lamp is damaged or fully obscured (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), the lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp) is not securely fitted (detachment is imminent) Front or rear of the combination only.	Green
3	LI60	Lighting	Direction indicator lamp is damaged, partially obscured output not affected or is loose.	A direction indicator lamp is damaged or partially obscured (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), but the lamp's light output is not affected and failure of the lamp is not imminent or is not securely fitted and detachment is not imminent.	Green 2
3	LI61	Lighting	Direction indicator lamp is fitted with a cover that affects its output	A direction indicator lamp is partially or fully fitted with a cover that is opaque, tinted, damaged or deteriorated in a way that affects the light output	Green 2
3	LI63	Lighting	Two or more Indicator lights not working on the rear of combination	Indicator system operates, but 2 or more indicator lights are not working on the rear of a combination vehicle	Green
3	LI64	Lighting	One indicator light is not working on the rear of combination	One indicator light is not working on the rear on a combination vehicle	Green 2
3	LI65	Lighting	HPMV not fitted with additional mid trailer mounted indicator lamp	An HPMV combination is not fitted with an additional indicator unit at the mid point of the trailer	Green
3	LI66	Lighting	HPMV additional mid trailer mounted indicator lamp not operational	An HPMV combination is fitted with an additional indicator unit at the mid point of the trailer but it is not operational	Green 2

LIGHTING MARKER LIGHTS

3	LM51	Lighting	All side marker lamps not operational (during darkness)	A vehicle required to have side marker lamps is operated with no side marker lamps fully operational during the hours of darkness	Pink
3	LM52	Lighting	Required side marker lamps not fitted	A vehicle required to have side marker lamps is operated with no side marker lamps fitted	Green
3	LM53	Lighting	Side marker lamp emits colour other than white/amber to the front or red/amber to the rear	A side marker lamp emits light of a colour other than white or amber to the front; or red or amber to the rear	Green 2
3	LM54	Lighting	Side marker lamp not fitted at approx. 1/3 of the vehicle's length from the rear	A side marker lamp is not fitted at approx. 1/3 of the vehicles length from the rear	Green 2
3	LM55	Lighting	Side marker lamp not operational, not secure, damaged or obscured	A side marker lamp is not operational, works intermittently, flashes, or flickers when tapped, or is not secure or is damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated). The lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp) or is obscured	Green 2
3	LM57	Lighting	End outline marker lamp/s not operational, more than one	A vehicle fitted with end outline marker lamps has more than one lamp not operational	Green 2
3	LM58	Lighting	End outline marker lamp/s emit a colour other than white or amber to the front, red or amber to the rear	A vehicle fitted with end outline marker lamp/s emit a colour other than white or amber to the front, red or amber to the rear	Green 2
3	LM59	Lighting	End outline marker lamps dazzle, too many fitted	A vehicle fitted with end outline marker lamps creates a risk of dazzle to other road users by having too many lamps fitted/operational	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
LIGHTING NUMBER PLATE					
3	LN51	Lighting	Required registration plate lamp not fitted, not operational, damaged or obscured or not securely fitted.	A required registration plate lamp is not fitted, or is not operational, works intermittently, flashes, or flickers when tapped, is damaged or obscured or is not securely fitted.	Green 2
3	LN52	Lighting	Registration plate lamp colour other than white or is directly visible from the rear.	A registration plate lamp emits light of a colour other than white, or the light source is directly visible from the rear.	Green 2
LIGHTING PARK/POSITION LIGHTS					
3	LP51	Lighting	No front park/rear tail lamps fitted (during darkness)	A vehicle is operated with no front position (park lights) lamps or no rear position (tail lights) fitted during the hours of darkness	Pink
3	LP52	Lighting	One or more front park lamps not operational (anytime)	A vehicle is operated with one or more front position (park light) lamp not operational at any time	Green 2
3	LP53	Lighting	A front park lamp emits light other than white or amber, is damaged or obscured	A front position (park light) lamp emits light of a colour other than white or amber, is damaged or is fully/partially obscured	Green 2
3	LP54	Lighting	A rear tail lamp is not operational (during darkness) no other rear right lamp operational	A rear position (tail light) lamp not working during the hours of darkness and no other rear right position/side lamp is operational	Pink
3	LP55	Lighting	RH rear tail lamp out at night	Rear position (tail light) lamp/s on rear right hand side of combination or single vehicles not working during the hours of darkness (refer to preamble)	Green
3	LP56	Lighting	LH rear tail lamp/s out at night	Rear position (tail light) lamp/s on left hand side not working during the hours of darkness (refer to preamble) on rear of combination or single vehicles	Green 2
3	LP57	Lighting	Any rear tail lamp emits light other than red/is fully obscured (at night)	A rear position (tail light) lamp emits light of a colour other than red or rear side lamp is fully obscured at night	Green
3	LP58	Lighting	A rear tail lamp is not operating, damaged or fully obscured	A rear position (tail light) lamp is not operational, damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated). Or is partially/fully obscured	Green 2
3	LP60	Lighting	Cab roof lamp not operational, not securely fitted, damaged, obscured, emits colour other than amber	A cab roof lamp is not operational, works intermittently, flashes, or flickers when tapped, or is not securely fitted, damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), obscured or fitted with an opaque cover. The lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp), or emits light of a colour other than amber.	Green 2
LIGHTING REFLECTORS & REVERSING					
3	LR51	Lighting	No required rear reflectors fitted/ineffective at night - vehicle not visible	Required reflectors are not fitted, or are missing or ineffective during hours of darkness and vehicle is NOT readily visible by other means	Pink
3	LR52	Lighting	Right hand reflector missing/ineffective in darkness	Right hand reflector is missing, obscured or ineffective during hours of darkness NO other lights are operating	Green
3	LR53	Lighting	One required rear reflector fitted, not securely fitted, colour other than red, anytime	Only one of two required rear reflectors is fitted, or is missing or ineffective, or is not securely fitted, or reflects light of a colour other than red at any time.	Green 2
3	LR54	Lighting	More than two reversing lamps fitted	More than two reversing lamps are fitted	Green 2
3	LR55	Lighting	Reversing lamp damaged light source visible	A reversing lamp is damaged, or the light source is visible from the rear, or works intermittently, flashes, or flickers when tapped.	Green 2
3	LR56	Lighting	Reversing lamp or warning operates without reverse gear engaged	A reversing lamp or warning device operates without the reverse gear being engaged.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
MUDGUARDS					
3	MG51	Mudguards	Mudguards missing/does not comply or mudflaps not fitted (twin tyred axle) to last axle, or detachment is imminent .	Both mudguards are missing or do not comply or both mudflaps are not fitted to a twin tyred last axle, or not securely fitted, i.e a danger to other road users or detachment is imminent from the last axle of a single vehicle or the rear unit of a combination that cannot be mitigated at roadside. Some vehicles exempted refer to VIRM	Pink
3	MG52	Mudguards	One mudguard missing/does not comply or a mudflap not fitted to a twin tyred axle	One mudguard not fitted or does not comply or one mudflap is not fitted over a twin tyred axle or missing from the last axle of a single vehicle or the rear vehicle of a combination that cannot be mitigated at roadside. Some vehicles exempted refer to VIRM	Green
3	MG53	Mudguards	Mudguard or mudflap not effective or loose	A mudguard or mudflap is not effective or loose or partially missing. Some vehicles exempted refer to VIRM	Green 2
STEERING AND SUSPENSION					
STEERING EQUIPMENT					
3	SE51	Steering	Steering box mount loose	Steering box mount loose (does not include flexing)	Pink
3	SE52	Steering	Steering wheel excessive movement	Steering wheel movement indicates excessive or unacceptable wear and looseness in steering column components.	Green
3	SE53	Steering	A suspension component is worn affecting steering	Suspension pin, wishbone bearing, flexible bush, kingpin, ball joint, shock absorber strut or bush is worn beyond tolerance that affects the steering.	Green
3	SE55	Steering	Steering column play/roughness/stiffness, strut upper support bearing/steering column bearing or universal joint worn.	Steering column has minor play or roughness/stiffness in upper support bearing; or play, roughness or tightness in a steering column lower bearing or universal joint	Green 2
STEERING JOINTS					
3	SJ51	Steering	Steering component boot damaged	A steering component boot is damaged	Green 2
3	SJ52	Steering	Drop arm worn imminent failure	Drop arm indicates excessive movement or unacceptable wear and looseness in steering components outside manufacturer's tolerances where failure is imminent.	Pink
3	SJ53	Steering	Drop arm loose	Drop arm indicates movement or wear that maybe outside manufacturer's tolerances.	Green 2
3	SJ54	Steering	Component of steering system not fitted/not securely fitted - detachment imminent/directional control affected, vehicle cannot be operated safely	A component of a steering system is not fitted or not securely fitted, eg; a steering rack gaiter is missing, a steering mount is missing; a ball joint nut is loose, missing or not locked; Detachment of the component is imminent, or the directional control of the vehicle is adversely affected so that the vehicle cannot be operated safely	Pink
3	SJ55	Steering	Component of steering system not securely fitted - detachment not imminent	A component of a steering system is not securely fitted, eg; a steering rack gaiter is loose or not properly fitted; or a lock stop is loose or missing. The directional control of the vehicle is not affected and detachment of the component is not imminent	Green 2
3	SJ58	Steering	Steering linkage loose imminent failure	Steering components indicate excessive movement or unacceptable wear and looseness in steering linkage outside manufacturer's tolerances and failure is imminent.	Pink
3	SJ59	Steering	Steering linkage loose	Steering linkage indicates excessive movement or unacceptable wear and looseness in steering components outside manufacturer's tolerances.	Green
SUSPENSION SPRINGS AND SHOCKS					
3	SS53	Suspension	A spring eye or suspension rubber damaged, deteriorating or showing signs of bonding failure - total failure - includes torque rod bushes and mount bolts	A spring eye or suspension rubber shows signs of bonding failure between the rubber and metal elements, (includes torque rod bushes and mount bolts) is significantly damaged or deteriorated so that the operation or retention of the spring is adversely affected - total failure which effects vehicle tracking, not effecting control	Green
3	SS55	Suspension	Alloy mount cracked, corroded or damaged	The alloy air bag mount is cracked, corroded or damaged	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	SS56	Suspension	Axle locating device broken or missing – includes loose “U” bolts, axle position displaced	Axle locating device is broken or missing (radius arm, U-bolt, centre bolt, etc). The axle position is displaced or not controlled.	Pink
3	SS57	Suspension	Axle locating device loose – includes loose “U” bolts	Axle locating device loose or worn beyond safe tolerance – failure not imminent.	Green 2
3	SS58	Suspension	Spring slipper box spring not retained	Spring slipper box is worn or broken so that the spring is no longer restrained.	Pink
3	SS59	Suspension	Spring slipper box cracked	Spring slipper box cracked or damaged but the spring is still retained.	Green 2
3	SS60	Suspension	Suspension component not fitted/not securely fitted	A suspension component, including a shock absorber where required, is not fitted or not securely fitted	Pink
3	SS61	Suspension	Shock absorber missing, damaged or leaking excessively (wet or dripping)	A shock absorber is missing, damaged or leaking excessively (must be wet or dripping – misting is normal).	Green
3	SS62	Suspension	Air spring/Air Bag deflated or leaks – bellow strength adversely affected. Laden	An air spring is deflated, leaks, or the strength of a bellow is adversely affected through damage or deterioration and/or abrasion. Protruding, exposed or worn cords and the vehicle is laden	Pink
3	SS64	Suspension	Air bag damaged/fully deflated – laden	Air bag bellows has obvious external damage – protruding, or worn cords and/or the bag is fully deflated and the vehicle is laden	Pink
3	SS65	Suspension	Air bag damaged or deformed.	Air bag bellows has obvious external damage – protruding, or worn cords, is folded over or deformed or leaking excessively	Green
3	SS66	Suspension	Air bag damaged or fully deflated – unladen	Air bag fully deflated and the vehicle is unladen	Green 2
3	SS69	Suspension	Spring sagged >50mm	A spring is sagged so that the vehicle’s ride height on the side of the spring is more than 50mm lower than on the opposite side	Green 2
3	SS71	Suspension	Leaf spring or coil spring broken, missing or seriously damaged.	Leaf spring(s) are broken more than 1/4 of the leaves in one leaf spring assembly are missing, damaged or cracked or a spring or one of its components is damaged, eg excessively worn, corroded, broken, welded, distorted, or a coil spring(s) broken/missing/damaged.	Pink
3	SS72	Suspension	Support leaf spring broken	A support leaf spring(s) is broken or missing.	Green 2

TOW COUPLINGS AND 5TH WHEEL

TOW COUPLINGS

3	TC52	Tow couplings and 5th wheel	Go/No-go gauge fits through tow-eye bush thrust faces	Go/No-go gauge passes through the the tow-eye bush thrust faces.	Green
3	TC53	Tow couplings and 5th wheel	Hinge pin bolts or bushings worn or loose	Draw bar hinge pin bushings excessively worn or bolts loose. Requires certification (LT400).	Green
3	TC54	Tow couplings and 5th wheel	Tow coupling cracks	Tow coupling any cracks in draw bar, draw beam, or coupling. Where a tow coupling has cracks in the shroud which is a bolt on, non structural component there is no fault. On Ringfedder models where the shroud is a cast structural component cracking/repair is allowed within 50mm of the lip on the leading edge (refer manufacturer’s technical date). Requires certification (LT400).	Pink
3	TC55	Tow couplings and 5th wheel	Tow couplings mismatched	Tow couplings mismatched (40mm vs. 50mm).	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	TC56	Tow couplings and 5th wheel	Base plate wear pad or underside of toweye worn more than 4mm	Draw bar base plate wear pad or underside of toweye worn more than 4mm.	Green 2
3	TC57	Tow couplings and 5th wheel	Drop bolt pin blockage prevents secondary system locking	Foreign material in bottom recess for drop bolt pin preventing secondary system locking.	Pink
3	TC58	Tow couplings and 5th wheel	Go/No-go gauge fits over drop bolt raised section	Go/No-go gauge fits over drop bolt pin raised section.	Green
3	TC59	Tow couplings and 5th wheel	Tow coupling loose - nut loose or split pin missing	Tow coupling retainer nut loose or split pin missing.	Pink
3	TC60	Tow couplings and 5th wheel	Mounting bolts loose - more than one per side	Mounting bolt loose more than one per side (includes 5th wheel, drawbar, and drawbeam side plates).	Pink
3	TC61	Tow couplings and 5th wheel	Mounting bolt loose - one per side	Mounting bolt loose one per side (includes 5th wheel, drawbar, and drawbeam side plates).	Green 2

DRAWBAR/ DRAW BEAM

3	TD51	Tow couplings and 5th wheel	Drawbeam, drawbar or towing connection not certified	A drawbeam, drawbar or towing connection is not certified as required or has expired	Pink
3	TD52	Tow couplings and 5th wheel	Drawbeam/towing connection damaged or not securely fitted - risk of failure in use	A drawbeam is not securely fitted to the vehicle, a towing connection is not securely fitted to the drawbeam, or a drawbeam or towing connection is damaged or cracked. The integrity of the drawbeam or towing connection is significantly compromised and there is an immediate risk of failure if the towing connection is utilised irrespective of whether it is currently in use. Requires certification (LT400).	Pink
3	TD53	Tow couplings and 5th wheel	Drawbeam/towing connection damaged or not securely fitted - no immediate risk of failure	A drawbeam is not securely fitted to the vehicle, a towing connection is not securely fitted to the drawbeam, or a drawbeam or towing connection is damaged or cracked. The integrity of the drawbeam or towing connection may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green
3	TD54	Tow couplings and 5th wheel	Cert. plates missing or illegible	Draw beam or draw bar certificate plates missing or illegible. Requires certification (LT400).	Green 2
3	TD55	Tow couplings and 5th wheel	Drawbeam or towing connection certification expired, not on CoL	A drawbeam or towing connection has an expired, invalid or incorrect certification label or document or it is not recorded on the CoL.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	TD56	Tow couplings and 5th wheel	Drawbar not certified or certification expired or incomplete	A drawbar is not certified as required or its certification has expired, is invalid, illegible, incomplete, incorrect, or certification is not recorded on the CoL Requires certification (LT400).	Green
3	TD57	Tow couplings and 5th wheel	Drawbar damaged/not securely fitted - immediate risk of failure	A drawbar is damaged or not securely fitted to the vehicle, the integrity of the drawbar is significantly compromised and there is an immediate risk of failure. Requires certification (LT400).	Pink
3	TD58	Tow couplings and 5th wheel	Drawbar damaged/not securely fitted - no immediate risk of failure	A drawbar is damaged or not securely fitted to the vehicle, the integrity of the drawbar may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green
3	TD59	Tow couplings and 5th wheel	Draw bar deformed	Draw bar deformed, dented, bent, crushed or damaged > 7mm. Requires certification (LT400).	Pink
3	TD60	Tow couplings and 5th wheel	Retractable or telescopic draw bar locking pin and end stop missing	Retractable or telescopic draw bar locking pin missing from pole drop pin and end stop missing. Requires certification (LT400).	Pink
3	TD61	Tow couplings and 5th wheel	Retractable or telescopic draw bar end stop missing	Retractable or telescopic draw bar end stop missing but locking pin fitted to pole drop pin. Requires certification (LT400).	Green
3	TD62	Tow couplings and 5th wheel	Retractable draw bar locking pin or retaining device missing	Retractable draw bar locking pin or retaining device missing from pole drop pin and end stop in place. Requires certification (LT400).	Green
3	TD63	Tow couplings and 5th wheel	Draw bar hinge pin bolt/nut missing	A draw bar hinge pin bolt or nut is missing.	Pink
3	TD65	Tow couplings and 5th wheel	Draw bar ground contact prevention device missing/damaged	The draw bar ground contact prevention device is missing or damaged preventing its operation.	Green 2
TOWEYE					
3	TE51	Tow couplings and 5th wheel	Towing eye worn, welded or heat treated in a way not permitted by manufacturer	A towing eye is worn when measured with Go-No Go gauge or is repaired, welded or heat treated in a way not permitted by the manufacturer. Requires certification (LT400).	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	TE52	Tow couplings and 5th wheel	"Bolt in type Tow-eye loose in draw bar, If there is any sign of it being loose (eg fretting, shiny, rusting etc) the tow-eye and nut must be replaced"	Any play in a bolted tow-eye. If there is any sign of it being loose (eg fretting, shiny, rusting etc) the tow-eye and nut must be replaced. When the tow-eye and nut is replaced, the nut must be torqued to the manufacturer's recommendation (including a greased thread) and then if necessary taken to the next castellation. Following initial installation the nut should be re-torqued at the lesser of 5000km or as directed by the manufacturer. If it moves it must be re-torqued. Note: this is the only time that re-tightening is permitted.	Pink
3	TE53	Tow couplings and 5th wheel	Tow-eye bent >5mm	There is a bend in a tow-eye greater than 5mm in any plane. Requires certification (LT400).	Pink
3	TE54	Tow couplings and 5th wheel	Tow-eye bush missing	Tow-eye bush missing. Requires certification (LT400).	Pink

FIFTH WHEEL

3	TF51	Tow couplings and 5th wheel	Fifth wheel not certified	A fifth wheel is not certified for compliance with NZS5450	Pink
3	TF52	Tow couplings and 5th wheel	Fifth wheel damaged/not securely fitted - risk of failure, in use	A fifth wheel is damaged or not securely fitted to the vehicle. The integrity of the fifth wheel is significantly compromised, there is an immediate risk of failure, and the fifth wheel is in use. For example, Mounting to frame, mounting plates & pivot brackets:>20% of fasteners on either side are missing or ineffective; sliders: >25% of latching fasteners on either side are missing or ineffective; there is >10mm horizontal movement between pivot bracket pin and bracket, or between slider bracket and slider base; there are cracks through >20% of original welds or parent metal; the top plate is cracked or broken.	Pink
3	TF53	Tow couplings and 5th wheel	Fifth wheel damaged/not securely fitted - no risk of failure, not in use	A fifth wheel is damaged or not securely fitted to the vehicle. The integrity of the fifth wheel may be compromised but there is no immediate risk of failure, and the fifth wheel is not in use	Green 2
3	TF54	Tow couplings and 5th wheel	Fifth wheel not maintained as required	A fifth wheel is not maintained as required	Green 2
3	TF55	Tow couplings and 5th wheel	5th wheel locking mechanism - primary or secondary not engaging correctly	5th wheel primary or secondary locking mechanism or latch not engaged.	Pink
3	TF56	Tow couplings and 5th wheel	5th wheel mounting bolts or fasteners missing	5th wheel has any missing mounting bolts or fasteners.	Pink

KINGPIN

3	TK51	Tow couplings and 5th wheel	50mm kingpin not certified	A 50mm kingpin is not certified for compliance with NZS5451	Green
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LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
TURNTABLES					
3	TT51	Ball-race turntables	Ball-race turntable cracked	A ball-race turntable has any cracking around the circumference of upper or lower ring. Requires certification (LT400).	Pink
3	TT52	Ball-race turntables	Ball-race turntable damaged/not securely fitted - immediate risk of failure	A ball-race turntable is excessively damaged, worn or not securely fitted to a vehicle, the integrity of the ball-race turntable is significantly compromised and there is an immediate risk of failure. Requires certification (LT400).	Pink
3	TT53	Ball-race turntables	Ball-race turntable damaged/not securely fitted - no immediate risk of failure	A ball-race turntable is damaged, worn or not securely fitted to a vehicle, the integrity of the ball-race turntable may be compromised but there is no immediate risk of failure.	Green
3	TT54	Ball-race turntables	Ball-race turntable bolts loose - more than 25% or 3	A ball race turntable bolts loose - More than 3 or more than 2 in a quadrant, or more than 25%.	Pink
3	TT55	Ball-race turntables	Ball-race turntable bolts loose - up to 25% (max 3)	A ball-race turntable bolts loose - Lesser of 25% to a maximum of 3 or a maximum of 2 in a quadrant.	Green
3	TT56	Ball-race turntables	Ball-race turntable missing more than 1 bolt or shows cracks though bolt holes	A ball-race turntable is missing more than one bolt or is cracked through more than one bolt hole.	Green
3	TT57	Ball-race turntables	Ball-race turntable missing 1 bolt or shows a crack through bolt hole	A ball-race turntable is missing one bolt or is cracked through one bolt hole but others are tight.	Green 2
3	TT58	Ball-race turntables	Ball-race turntable fasteners loose (other)	A ball-race turntable has any loose fasteners not in other categories.	Green 2
3	TT59	Ball-race turntables	Ball-race turntable mounting flange is cracked	A ball-race turntable mounting flange is cracked. Requires certification (LT400).	Pink
3	TT60	Ball-race turntables	Ball-race turntable contact between top and bottom plates	A ball-race turntable shows evidence of contact between top and bottom mounting bolts or plates.	Pink
VISION					
VISION GLAZING					
3	VG51	Vision	Windscreen not fitted or damaged in CVA compromising driver's vision/structural strength/windscreen wiper operation	A windscreen is not fitted or has damage in the CVA. The damage or subsequent repairs significantly impairs the driver's vision or compromises the strength of the glazing or the vehicle structure or the operation of the windscreen wipers	Pink
3	VG52	Vision	Windscreen not securely fitted	Windscreen is insecure either due to major deterioration, loss of its rubber beading or the bonding material or a major corrosion of the windscreen frame that extends to more than 1/3 of the windscreen circumference.	Green
3	VG53	Vision	W/screen insecure for <1/3 circumference	Windscreen is insecure either due to major deterioration or loss of its rubber beading or the bonding material, or a major corrosion of the windscreen frame that extends to less than 1/3 of the windscreen circumference.	Green 2
3	VG54	Vision	Windscreen not made of laminated glass. Any other glazing not made of safety glass or glazing does not comply with approved Standards/trade name	A windscreen is not made of laminated glass, or any other piece of glazing is not made of safety glass or does not comply with an approved standard or trade name	Green 2
3	VG55	Vision	Windscreen tinted or overlay fitted - overall VLT <35% in CVA	A windscreen is fitted with a tinted overlay that reduces the overall VLT to <35% in the Critical Vision Area	Green
3	VG56	Vision	Windscreen VLT 35% - 70%	A windscreen has a VLT between 35% & 70%	Green 2
3	VG57	Vision	Side or rear glazing damaged - safety risk	Any piece of side or rear glazing that is damaged significantly compromising the strength and poses a safety risk.	Pink
3	VG58	Vision	Side or rear glazing damaged, not secure, does not comply with approved standard,	A piece of side or rear glazing is damaged, or not securely fitted or does not comply with an approved standard or trade name	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	VG59	Vision	Glazing modification (not tinting) does not comply with applicable requirements; does not compromise strength of glazing or affect other road users	A modification to a piece of glazing (other than tinted overlay) does not comply with applicable requirements, but does not compromise the strength of the glazing or affect other road users	Green 2
3	VG60	Vision	W/screen sticker, overlay, attachment or mesh reduces driver's vision	Windscreen has a sticker or overlay, or any attachment to the mesh or stone guard, which noticeably reduces the driver's vision.	Green
3	VG61	Vision	Wire mesh windscreen guard does not comply	A wire mesh windscreen stone guard extends higher than the top of the steering wheel and is more than 225mm above the bottom of the windscreen, its mesh size is less than 12mm, or there is no space between the stone guard and the windscreen.	Green 2
3	VG62	Vision	Overlay applied along lower windscreen above highest point of the steering wheel	An overlay is applied along lower edge of windscreen above the highest point of the steering wheel in the uppermost position.	Green 2

VISION MIRRORS

3	VM51	Vision	Rear-view mirror not fitted or insecure, detachment imminent	A rear-view mirror is not fitted where required or is securely fitted and detachment is imminent	Green
3	VM52	Vision	Rear-view mirror is loose or not securely fitted	A rear-view mirror is loose or not securely fitted.	Green 2
3	VM53	Vision	RHS rear vision mirror not usable or a required RV mirror is not fitted	Right-hand side rear vision mirror is missing or mirror glass is broken or otherwise damaged.	Green 2
3	VM54	Vision	LHS rear vision mirror damaged	Left-hand side rear vision mirror is cracked, damaged or insecure, which reduces the driver's vision through the mirror.	Green 2
3	VM55	Vision	Rear-view mirror does not provide driver with adequate view to rear of vehicle/load/trailer or is not adjustable	A rear-view mirror does not provide the driver with an adequate and clear view to the rear of the vehicle and, if applicable, its load and any trailer and its load or is not adjustable or does not maintain its adjustment.	Green 2

VISION VISORS

3	VV51	Vision	Required sun visor not fitted	A required sun visor is not fitted, not operational or "effective" or is not securely fitted and detachment is imminent.	Green
3	VV52	Vision	Sun visor not securely fitted, detachment not imminent	A sun visor cannot be adjusted from the driver's seat, is not securely fitted but detachment is not imminent or is in a position that partially or fully impedes the driver's vision and cannot be rectified immediately by the driver if requested to do so.	Green 2

VISION WASH AND WIPE

3	VW51	Vision	Windscreen wiper is not fitted, not operational or not secure and its raining	A windscreen wiper is not fitted on a vehicle required to be fitted with a windscreen wiper system or a fitted windscreen wiper is not operational or detachment of the wiper is imminent or it is not capable of clearing the windscreen in front of the driver and the vehicle is operated in rain.	Pink
3	VW52	Vision	Windscreen wiper not fitted, not operational, loose or damaged	A windscreen wiper is not fitted on a vehicle required to be fitted with a windscreen wiper system or a fitted windscreen wiper is not operational or it is loose/damaged and it is not effectively clearing the windscreen in front of the driver	Green 2

TYRES AND WHEELS

WHEEL HUB

3	WH53	Wheels and tyres	Wheel nuts loose/missing or studs damaged/missing - safety risk	More than 2 wheel nuts loose or missing or more than 2 wheel studs are damaged or missing on any wheel. Safety risk exists	Pink
3	WH54	Wheels and tyres	1 wheel nut loose/missing, 1 stud damaged/missing	A wheel nut is loose or missing or a wheel stud is damaged or missing	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
TYRES					
3	WT51	Wheels and tyres	Tyre profile mismatched (vehicle laden) Not Ag vehicle	Tyre profiles on a common axle are of a different size or construction and the vehicle is laden. Does not apply to Ag vehicles	Green
3	WT52	Wheels and tyres	Tyre profile mismatch (vehicle unladen) Not Ag vehicle	Tyres on a common axle of a vehicle are of different size or construction and the vehicle is unladen. Does not apply to Ag vehicles	Green 2
3	WT53	Wheels and tyres	Incorrect tyre size for rim	A tyre is not of the correct size for the rim to which it is fitted	Pink
3	WT54	Wheels and tyres	Tyre load capacity insufficient	The load capacity of a tyre is insufficient. Based on the vehicle's VDAM weight limit or CoL load rating.	Green 2
3	WT55	Wheels and tyres	Directional tyre fitted in wrong direction	A directional tyre is fitted against the direction indicated on the tyre	Green 2
3	WT56	Wheels and tyres	Fitted with tyre not intended for use on road	A tyre is fitted that is not intended for use on public roads or with the vehicle to which it is fitted eg a tyre is clearly marked "not for highway use", "for racing purposes only", or "for trailer use only" (if used on a vehicle other than a trailer).	Pink
3	WT57	Wheels and tyres	Tread insufficient, Steering axle or both tyres in dual set - operated in rain	A vehicle is fitted with a tyre on a steering axle or both tyres in a dual tyre set that does not have a tread depth of at least 1.5mm within all principal grooves containing molded tread depth indicators and is operated in the rain.	Pink
3	WT58	Wheels and tyres	Tread insufficient, any other tyres - not operated in rain	A vehicle is fitted with a tyre that is not on a steering axle and does not have a tread depth of at least 1.5mm within all principal grooves containing molded tread depth indicators and is not operated in the rain.	Green
3	WT59	Wheels and tyres	Tyre not correctly inflated - operation/control affected	A tyre is not correctly inflated (the tyre is flat) and the incorrect pressure adversely affects the operation or control of the vehicle	Pink
3	WT60	Wheels and tyres	Tyre not correctly inflated - operation/control not affected	A tyre is not correctly inflated (the tyre is flat) but the incorrect pressure does not adversely affect the operation or control of the vehicle.	Green 2
3	WT61	Wheels and tyres	A tyre is damaged - operation affected and/or failure imminent	A tyre shows a lump or bulge, a cut reaching the body cords or exceeding 25mm in length, or other significant damage, and failure of the tyre is imminent or the vehicle cannot be operated safely.	Pink
3	WT62	Wheels and tyres	A tyre is damaged/imbedded object - operation not affected	A tyre shows a lump or has an imbedded object or bulge or has a cut reaching the body cords or that exceeds 25mm in length, or other significant damage, but operation of the vehicle is not adversely affected and failure is not imminent.	Green 2
3	WT63	Wheels and tyres	Tyre string repair from outside	A tyre is repaired using a string repair from the outside.	Green 2
3	WT66	Wheels and tyres	Tyre contact with body or frame	Tyre(s) show evidence of sustained running contact with body, frame, chassis, suspension, etc also refer to suspension section.	Green
3	WT67	Wheels and tyres	Tyre delaminating - tread area (retread)	Tyre delaminating in tread area of a retread.	Pink
3	WT68	Wheels and tyres	Cord damage steering axle	Cord(s) are damaged on a steering axle tyre.	Pink
3	WT69	Wheels and tyres	Cord damage non-steering axle - not in tread block	Cord(s) are damaged on a non-steering axle tyre.	Green
3	WT70	Wheels and tyres	Cord damage non-steering axle - in tread block	Cord(s) are damaged on a non-steering axle tyre showing in the "tread block" area. Requires tyre specialist inspection.	Green 2
3	WT71	Wheels and tyres	Side wall bulge >10mm	Sidewall has a bulge protruding greater than 10mm high.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	WT72	Wheels and tyres	Side wall bulge <10mm	Sidewall has a bulge protruding no greater than 10mm high.	Green 2
3	WT73	Wheels and tyres	Side wall unzipping	Side wall unzipping/split and cords damaged.	Pink

WHEELS

3	WW51	Wheels and tyres	Alloy or steel rim damaged - operation affected and/or failure imminent	An alloy or steel rim is damaged, cracked or distorted, or there is damage to mounting flange i.e elongated stud holes, and failure or the rim is an imminent safety risk	Pink
3	WW52	Wheels and tyres	Alloy or steel rim has minor damage - operation not affected	An alloy or steel rim is damaged or distorted, or there is damage to mounting flange where there is no imminent safety risk	Green 2
3	WW53	Wheels and tyres	Spare wheel or carrier not securely fitted - detachment imminent	A spare wheel or carrier is not securely fitted to the vehicle or the securing mechanism is in poor condition, missing, damaged or modified (requires LT400), and detachment is imminent.	Pink
3	WW54	Wheels and tyres	Spare wheel or carrier not securely fitted - detachment not imminent	A spare wheel or carrier is not securely fitted to the vehicle or the securing mechanism is damaged or modified (requires LT400) but detachment is not imminent.	Green

PSV DEFECTS

Note: PSV defects are in addition to general requirements contained in this *Categorisation of defects*

PSV CAB AND COMPARTMENT

3	PC51	PSV cab, chassis and body	Folding seat for passengers obstructive	A folding seat for passengers in a heavy PSV does not comply with applicable requirements because the seat is fitted in the stairwell in front of the front axle, there is no unobstructed doorway in front of the axle, or the seat cannot be secured when in use or when folded away	Pink
3	PC52	PSV cab, chassis and body	Folding crew/passenger seat does not fold away/cannot be secured, signage not fitted	A folding seat for crew members or passengers does not comply with applicable requirements because the seat does not fold away automatically when unoccupied or cannot be secured in the fold-away position, or a sign identifying the seat as a crew seat and advising that the seat must be secured in the fold-away position when not in use is not affixed. does not apply if the seat retracts automatically	Green 2
3	PC53	PSV cab, chassis and body	Driver's seat cannot be adjusted	A driver's seat cannot be adjusted	Green 2
3	PC55	PSV cab, chassis and body	Seat or seat spacing dimensions do not comply	A seat or the spacing of seats does not comply with dimensional requirements. Refer to VIRM.	Green 2
3	PC60	PSV cab, chassis and body	Dangerous fittings or protrusions	There are fittings or protrusions in the passenger compartment that could cause injury to occupants	Green
3	PC62	PSV cab, chassis and body	Excessive corrosion around window or door frames	A PSV body has excessive corrosion around any side window, rear window or door aperture	Green
3	PC63	PSV cab, chassis and body	Required panel, guard rail or arm rest/padding is not fitted	A required panel, guard rail or arm rest or required padding is not fitted. See VIRM	Green 2
3	PC64	PSV cab, chassis and body	Large PSV - fire extinguisher not fitted/not operational	A PSV with more than 12 seating positions is not fitted with a fire extinguisher, or the fire extinguisher is not operational. Double-decker buses and articulated buses require at least two fire extinguishers, one in each compartment.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	PC65	PSV cab, chassis and body	Fire extinguisher not fitted near the driver or not clearly visible	A required fire extinguisher is not fitted near the driver or is not clearly visible to passengers or does not have sufficient clear signage directing passengers to it.	Green 2
3	PC66	PSV cab, chassis and body	Fire extinguisher not certified, maintained, appropriate size	A required fire extinguisher is not properly maintained (eg the extinguisher is not sealed, not inspected as required, or not fitted with operating instructions) or is not of a size and type appropriate for the vehicle, taking into consideration the vehicle's construction materials and the fuel used by the vehicle	Green 2

PSV ENTRANCE/EXIT

3	PE53	PSV cab, chassis and body	Doorway obstructed or < 550mm wide	A doorway is obstructed or < 550mm wide. Obstruction must be removed.	Green 2
3	PE54	PSV cab, chassis and body	Door locks automatically	A door locks automatically when it closes - or vehicle is moving.	Pink
3	PE56	PSV cab, chassis and body	Door open warning device not fitted/not operational	A device warning the driver if a door (other than a door alongside the driver) is not properly closed is not fitted or not operational. Except if fitted with an activated child safety lock, and for vehicles carrying legally detained persons.	Green 2
3	PE57	PSV cab, chassis and body	Emergency door not operational, controls cannot be operated, emergency door signs not affixed	Emergency door cannot be operated from the inside or the outside of the vehicle, door controls are not operational. Or inside or outside emergency door signs are not affixed to dedicated exits	Pink
3	PE58	PSV cab, chassis and body	Emergency door control instructions not affixed	Inside or outside emergency door control instructions are not affixed	Green 2
3	PE60	PSV cab, chassis and body	Emergency exit not readily accessible/difficult to operate	An emergency exit is not readily accessible or is difficult to operate or its operation requires excessive force.	Green
3	PE63	PSV cab, chassis and body	Emergency exit window modified - affects operation of exit	An emergency exit window is modified so it adversely affects the operation of the emergency exit, (eg the emergency window is covered with an interior or exterior overlay or advertising or branding material) the window must be able to be broken easily if needed, best practice is to have a minimum 2-6mm wide gap between the overlay and glass edge or bonded edge.	Pink
3	PE64	PSV cab, chassis and body	Emergency exit window has no special-purpose hammer fitted	A dedicated emergency exit window intended to be broken in an emergency does not have a special-purpose device fitted on or near to the window.	Pink
3	PE65	PSV cab, chassis and body	Emergency exit window special-purpose hammer tampering alarm not fitted/not operational, or operating instructions missing	Dedicated emergency exit window alarm warning the driver of any tampering with the emergency exit window special-purpose hammer is not fitted or not operational. Not required for button type hammers. Instructions relating to the operation of the dedicated emergency exit window special-purpose hammers are not fitted.	Green 2
3	PE67	PSV cab, chassis and body	Step or ramp missing or damaged, significant safety risk	A step or ramp is not structurally sound, not securely fitted, missing, not operational, damaged or deteriorated, and there is significant safety risk in entering or leaving the vehicle	Pink
3	PE68	PSV cab, chassis and body	Vehicle can be operated with a retractable step extended	A PSV can be operated with a retractable step extended, alarm not active	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	PE70	PSV cab, chassis and body	A power-operated retractable step does not retract fully	A power-operated retractable step protrudes >50mm beyond the body line of the vehicle when retracted	Green 2
3	PE71	PSV cab, chassis and body	Doorway, step, ramp or aisle not adequately illuminated	A doorway, step, ramp or aisle is not fitted with an interior lamp or the interior lamp fitted is not operational or does not provide adequate illumination	Green 2
3	PE72	PSV cab, chassis and body	Holds or grips not fitted/comply	Holds or grips are not fitted or do not comply with requirements i.e modified/repared	Green 2
3	PE73	PSV cab, chassis and body	Aisle not available/obstructed by a permanent fitting, does not comply	A required aisle is not available or is obstructed by a permanent fitting or does not comply with dimensional requirements. Please check VIRM	Pink
3	PE74	PSV cab, chassis and body	Aisle steps, ramps, landings or handrails faulty, worn/missing non-slip tread surfaces - risk of slipping	Aisle steps, ramps, landings or handrails are faulty or loose or step does not have non-slip tread surfaces or the non-slip surfaces are worn, and there is a risk of people slipping (eg in wet conditions)	Green 2
3	PE75	PSV cab, chassis and body	Emergency communication system not fitted/not operational	A vehicle in which communication between passengers and the driver is restricted does not have a system for communication in emergencies fitted or a fitted system is not operational	Green 2
3	PE76	PSV cab, chassis and body	Entrance and emergency door signage incomplete or insufficient	An entrance or emergency exit door signage is missing or is illegible or does not meet requirements and is too small, incorrect colour or incomplete.	Green 2
3	PE77	PSV cab, chassis and body	Seat fitting obstructive	The fitting of a seat obstructs the view of the driver or restricts access to an emergency exit or the movement of passengers	Pink

PSV FUEL SYSTEM

3	PF52	PSV cab, chassis and body	Fuel cap seals damaged or not effective	Fuel cap seals are damaged or not effective as indicated by fuel spill traces	Green 2
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PSV LOAD ANCHORAGES

3	PL51	PSV load anchorages	No luggage containment facilities - risk of injury by loose items or freight	A vehicle carrying large or heavy items of luggage or freight is not fitted with appropriate containment facilities such as under floor lockers or cargo barriers, and there is a significant risk of occupants being injured by loose items of luggage or freight, eg in the event of an emergency stop or an accident.	Pink
3	PL52	PSV load anchorages	No luggage containment facilities - no risk of injury	A vehicle carrying large or heavy items of luggage or freight is not fitted with appropriate containment facilities such as under floor lockers or cargo barriers, but there is no significant risk of injury.	Green 2
3	PL55	PSV load anchorages	Roof rack insecure - detachment imminent	A roof rack is not securely fitted and detachment is imminent. May be QP if unloaded before continuing.	Pink
3	PL56	PSV load anchorages	Roof rack insecure - unlikely to detach	A roof rack is not securely fitted but unlikely to detach.	Green 2
3	PL58	PSV load anchorages	Reference to roof rack not on CoL	A roof rack is fitted and there is no reference to the roof rack on the Certificate of Loading.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
PSV OTHER					
3	PO54	PSV fluid leaks	Excessive fluid leaks from any source – engine compartment	Excessive fluid leaks from any source within the engine compartment, contamination or loose trim, insulation or sound deadening which may create or support combustion	Pink
3	PO55	PSV fluid leaks	Build up in engine compartment	Minor leaks from any source, build up of debris or litter within the engine compartment	Green 2
3	PO56	PSV cab, chassis and body	Exhaust system does not comply with applicable requirements	An exhaust system does not comply with applicable requirements because the tail pipe outlet or any part of the exhaust system poses a risk of passengers or other road users being burnt	Green 2
3	PO57	PSV Exhaust system	Exhaust system exits on LHS	The exhaust system exits on left hand side of the vehicle	Pink
PSV TOW COUPLINGS					
3	PT51	PSV only tow couplings and 5th wheels	Tow bar not certified to applicable standard – Towing	A tow bar is not certified for compliance with the applicable NZ standard and the vehicle is towing. Note must have cert plate but expiry date no longer required	Pink
3	PT52	PSV only tow couplings and 5th wheels	Tow bar not certified to applicable standard – Not towing	A tow bar is not certified for compliance with the applicable NZ standard and the vehicle is not towing. Note must have cert plate but expiry date no longer required	Green 2
3	PT53	PSV only tow couplings and 5th wheels	Tow bar or coupling in a poor/dangerous condition – towing	A tow bar or coupling is in a poor or dangerous condition and the vehicle is towing	Pink
3	PT54	PSV only tow couplings and 5th wheels	Tow bar in poor condition/loose – not towing	A tow bar is in poor condition or loose but is not being used.	Green 2
3	PT55	PSV only tow couplings and 5th wheels	Reference is not made on COL and yet is certified	Reference is not made on COL and yet is certified	Green 2
PSV VISION					
3	PV53	PSV vision	Driver's field of view obscured – prevents safe operation	The driver's field of view to the front, left or right is obstructed, and the obstruction significantly impairs the driver's field of view and does not allow for the safe operation of the vehicle	Pink
3	PV54	PSV vision	Driver's field of view obscured – impairs safe operation	The driver's field of view to the front, left or right is obstructed and makes the safe operation of the vehicle difficult (eg the driver has to lean forward in order to gain a view to the left or right)	Green 2
3	PV55	PSV vision	Driver's view of vicinity of passenger doors obstructed	The driver's field of view of the interior or the exterior vicinity of the passenger doors is obstructed. The view may be direct or indirect, ie, mirrors and CCTV systems may be used.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
3	PV56	PSV vision	A rear-view mirror is missing, no view to rear of interior space/exterior passenger doors	A rear-view mirror is missing or badly damaged and does not provide the driver with an adequate and clear view to the rear of the interior space and the exterior in the vicinity of the doors used by passengers. PSVs must have LH &RH exterior mirror.	Pink
3	PV57	PSV vision	LH or RH exterior rear vision mirror cracked or damaged	An exterior rear view mirror cracked or damaged but still usable.	Green 2
3	PV58	PSV vision	Internal rear vision mirror is loose/damaged	The internal rear vision mirror, if fitted is insecure or damaged.	Green 2
3	PV59	PSV vision	TV set does not comply	A television set that is not used to provide a view to the rear of the vehicle or for navigation purposes or to display text or for the safe operation and control of the vehicle; is directly visible to the driver while the vehicle is in motion	Green 2
PSV WHEELS AND TYRES					
3	PW51	PSV wheels and tyres	Tread in dual set 1 tyre below minimum	Tyre tread depth insufficient on one tyre of a dual set and vehicle is a PSV only.	Green 2

LEVEL 5

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
BRAKES					
BRAKE AIR SYSTEM					
5	BA51	Brakes	Air brake system test failed	The air brake system test carried out as per VIRM requirements: Failed. The required number of brake applications cannot be performed, the low pressure warning is activated.	Green
5	BA52	Brakes	Braking system not protected from failure of air operated auxiliary devices	The braking system is not protected from failure of air operated auxiliary devices. Refer to standard air test procedure [VIRM: In Service Certification (WoF & CoF)]. Manufacturers' fitted auxiliary devices can be accepted.	Green
5	BA53	Brakes	Auxiliary air operated device damaged/modified/fitted without approval	An auxiliary air operated device is fitted to the brake system without the approval of the manufacturer or the NZTA approval, or an approved system is found to be damaged or modified, eg the operation of an auxiliary device lowers the pressure of the brake system below two thirds of its maximum operating pressure; or an auxiliary device which required a significant* amount of compressed air uses the same source of compressed air as the brake system and shares air from the brake system's reservoir, ie, does not have its separate reservoir	Green
5	BA54	Brakes	Required vacuum gauge or low vacuum audible alarm not fitted/not operational/works intermittently	A required vacuum gauge or low vacuum audible alarm is not fitted, not operational, or works intermittently	Green
5	BA55	Brakes	Air brake gauges not fitted or functional	The air brake gauges are not fitted or functional	Green
5	BA56	Brakes	Air reservoir contains excessive oil/water - air brake reserve affected	An air reservoir contains an excessive amount of oil or water (air brake reserve is affected to where the required number of brake applications do not meet the requirement)	Green
5	BA57	Brakes	Air reservoir contains excessive oil/water - air brake reserve not affected	An air reservoir contains an excessive amount of oil or water (air brake reserve is not affected)	Green 2
5	BA58	Brakes	Low air warning device not operational	The low air warning device is not operational. Refer to VIRM.	Green
5	BA59	Brakes	Air brake pipe or hose cross sectional area has been significantly reduced by wear or chaffing	An air brake pipe or hose cross sectional area has been significantly reduced, eg as a result of wear, denting, kinking or chaffing. The pipe or hose is blocked, eg any part of a pipe is flat or almost flat, or a hose is kinked or the cross sectional area is significantly reduced	Pink
5	BA60	Brakes	Air line restrictions - Does not affect brake operation	Air line restrictions that do not affect the operation of a brake (kinked, flattened, bent).	Green 2
5	BA61	Brakes	Air line insecure, chafing evident but no leaks	Air line(s) are insecure with chafing evident but no leaks are detected.	Green 2
5	BA62	Brakes	Air leak low air pressure <30 seconds	Air leak with park brake released, service brake applied. Low air pressure alarm activates in less than 30 seconds.	Pink
5	BA63	Brakes	Air leak low air pressure >30 seconds	Air leak with park brake released, service brake applied. Low air pressure alarm activates at more than 30 seconds.	Green
5	BA64	Brakes	Air leak park brake system	Air leak with park brake system released.	Pink
5	BA65	Brakes	Air leaks any other system	Air leak from any other system.	Green 2
5	BA66	Brakes	Air tank mounts broken - tanks insecure	Air tank mounts broken or damaged that cause the tank(s) to be insecure.	Pink
5	BA67	Brakes	Air tank single mount point broken	Air tank with single mounting point broken or damaged tank detachment not imminent (assuming four mounting points).	Green 2
5	BA68	Brakes	Brake reservoir condensate drain valve missing (if required), does not operate manually or not located at lowest point of reservoir	A brake reservoir condensate drain valve is missing (if required), does not operate manually or is not located at the lowest point of the reservoir as per brake code or schedule S	Green
5	BA69	Brakes	Air brake pipe not supported	An air brake pipe is not supported over a span of >700mm for 6 to 10mm pipe, or >1000mm for 10 to 18mm pipe	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	BA70	Brakes	Air brake pipe or hose fitted too close to exhaust system	An air brake pipe or hose is fitted within <100mm from any part of the exhaust system; or an unshielded brake hose is fitted within <200mm	Green 2
5	BA71	Brakes	Air brake pipe, hose or connector in contact with any part of vehicle that has caused or could cause damage or wear	An air brake pipe, hose or connector is in contact with any parts of the vehicle in a way that has caused or could cause damage or wear such as chafing or denting. The pipe hose or connector is in contact with any moving parts	Green 2
5	BA72	Brakes	Air brake pipe, hose, connector or component leaking - audible air leak from a pipe, hose, connector or component.	An air brake pipe, hose, connector or other component leaks. There is an audible air leak from a pipe, hose, connector or any other air system component leak	Pink
5	BA73	Brakes	Air brake pipe corroded	An air brake pipe is corroded or pitted where the pipe's strength is reduced	Green
5	BA74	Brakes	Air brake pipe or hose cross sectional area has been reduced by wear or chaffing	An air brake pipe or hose cross sectional area has been reduced, eg as a result of wear, denting, kinking or chaffing.	Green 2
5	BA75	Brakes	Trailer emergency brake does not apply automatically when brake coupling separated	The emergency brake of a trailer does not apply automatically when the brake coupling is separated	Pink
5	BA76	Brakes	Brake connection between vehicles not two line type	A brake connection between vehicles is fitted that is not a two line type.	Pink
5	BA77	Brakes	Brake coupling not in one piece	A brake coupling is not in one piece. Duomatic, Trimatic or similar.	Green
5	BA78	Brakes	Brake coupling incorrectly colour coded/incorrectly mounted/other coupling devices	A brake coupling is incorrectly colour coded, or not mounted close to the vehicle's centre line or has other coupling connection devices that could be used inadvertently.	Green
5	BA79	Brakes	Hoses to trailer brakes not connected	Hoses to trailer brakes not fitted or disconnected.	Pink
5	BA80	Brakes	Suzie coil hose does not comply, support spring missing/ ineffective	Suzie coil hose does not comply with HVBR or is not supported at each end of the connection by a support spring	Green 2

BRAKE COMPRESSOR

5	BC51	Brakes	Air compressor or vacuum pump missing/does not operate/does not operate correctly/has external damage or leaks	An air compressor or vacuum pump is missing, does not operate or does not operate correctly, or has external damage or leaks. Some air brake components have a limited amount of leakage which is acceptable. A small amount of lubricating oil leakage is also acceptable as long as the operation of components is not adversely affected.	Pink
5	BC52	Brakes	Air compressor or vacuum pump loose mounting bolts/ cracked or broken mounting brackets, braces or adapters/ excessively corroded	An air compressor or vacuum pump has loose mounting bolts, cracked or broken mounting brackets, braces or adapters, or is excessively corroded	Green
5	BC53	Brakes	Compressor or vacuum pump drive belt cracked, frayed or slipping - pressure build-up affected/failure imminent	An air compressor or vacuum pump drive belt is cracked, frayed or slipping. The pressure build-up time is seriously affected or failure is imminent. Some air brake components have a limited amount of leakage which is acceptable. A small amount of lubricating oil leakage is also acceptable as long as the operation of components is not adversely affected.	Pink
5	BC54	Brakes	Compressor/vacuum pump drive belt cracked, frayed or slipping - pressure build-up time not affected, failure not imminent	An air compressor or vacuum pump drive belt is cracked, frayed or slipping. The pressure build-up time is not seriously affected and failure is not imminent	Green 2
5	BC55	Brakes	Air pressure build up slow - GSVs 3 mins (see testing procedure at rear of guide)	GSVs: Air pressure build up is slow. The compressor does not raise system pressure to the point where the compressor unloads before 3 minutes: starting from the pressure at which low pressure warning ceases to operate, or in vehicles so equipped, the emergency brake operates (see testing procedure at rear of guide)	Pink
5	BC56	Brakes	Air pressure build up slow - GSVs 1.5 mins (see testing procedure at rear of guide)	GSVs: Air pressure build up is slow. The compressor does not raise system pressure to the point where the compressor unloads before 1.5 minutes: starting from the pressure the system is at after carrying out either 3 or 5 full service brake applications, as required above (see testing procedure at rear of guide)	Green
5	BC57	Brakes	Air compressor drive pulley broken or loose or belt cracked or frayed	A drive pulley is cracked, broken or loose or drive belt is cracked through to reinforcing cords, extensively frayed or missing drive sections.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
BRAKE EQUIPMENT					
5	BE51	Brakes	Brake pedal not securely fastened – detachment imminent	A brake pedal is not securely fastened. Detachment is imminent or the pedal is loose so that it can contact the vehicle structure or any fittings	Pink
5	BE52	Brakes	Brake pedal not securely fastened or loose – detachment not imminent.	A brake pedal is not securely fastened or loose. The pedal is loose (eg there is significant sideways movement) but it cannot contact the structure or any fittings.	Green 2
5	BE53	Brakes	Brake pedal pivot does not operate freely/has excessive clearance	A brake pedal pivot does not operate freely or has excessive clearance	Green 2
5	BE54	Brakes	Brake pedal friction surface/rubber worn or missing	The brake pedal friction surface/rubber is worn or missing	Green 2
5	BE55	Brakes	Excessive pedal travel – less than 1/3 of pedal travel remains when the brake is fully applied	There is excessive brake pedal travel and less than 1/3 of pedal travel remains when the brake is fully applied	Green
5	BE56	Brakes	Excessive pedal travel – but more than 1/3 of pedal travel remains when the brake is fully applied	There is excessive pedal travel but more than 1/3 of pedal travel remains when the brake is fully applied	Green 2
5	BE57	Brakes	Park/emergency brake does not act on at least half the road wheels	A park brake or emergency brake does not act on at least 40% of the number of road wheels	Green
5	BE58	Brakes	Cable damaged – damage significantly weakens cable/prevents free operation	A cable is damaged eg knotted, corroded, chafed or has broken strands. The damage significantly weakens the cable or prevents its free operation	Pink
5	BE59	Brakes	Cable is damaged – damage does not significantly weaken cable/prevent free operation or a join is unsuitable	A cable is damaged eg knotted, corroded, chafed or has broken strands. The damage does not significantly weaken the cable or prevent its free operation or a cable is joined in an unsuitable way or is fitted with an auxiliary tensioner	Green 2
5	BE60	Brakes	Required park brake or spring brake emergency release control not fitted/cannot be operated from the driver's seat/air supply unprotected	A required park brake or spring brake emergency release control is not fitted, cannot be operated from the driver's seat, Trailer spring brakes do not have to be capable of being released from the towing vehicle's cab provided that they can be released using air from a trailer mounted emergency reservoir and the emergency release valve is located in a position that is protected from the chassis rail or fitted with a guard and is inconspicuous and can be accessed without danger to the operator. Or sources its air supply from a reservoir that is not protected, Air for the release of spring brakes/electric brakes after an automatic application due to loss of service brake pressure must be sourced in a PSV from a protected reservoir, or, in a GSV SPV from a protected reservoir or the spare wheel. The reservoir must be protected from the service brake system by a one way valve. Note: Split service brake systems do not have protected release systems.	Green
5	BE61	Brakes	Spring brake/electric brake control for parking brakes not protected from inadvertent release	A spring brake/electric brake control used for operating the parking brakes is not protected from inadvertent release	Green
5	BE62	Brakes	The park brake actuator missing/not operational/does not lock into position, remains applied when released, is not securely fastened & may detach. Risk of inadvertent release	A park brake actuating lever is missing or not operational or does not lock into position and remains permanently applied or remains applied when released or is not securely fastened and may detach or there is a risk of inadvertent release.	Pink
5	BE63	Brakes	Park brake actuator not securely fastened, detachment not imminent	A lever is not securely fastened. Detachment is not imminent and there is no risk of the brake being released inadvertently.	Green 2
5	BE64	Brakes	Brake equipment loose	Brake equipment, components or mounts loose.	Green 2
5	BE65	Brakes	Load sensing valve excessive leak/out of adjustment/not operational	A load sensing valve has a significant leak, is out of adjustment or not operational, eg missing, seized, by-passed or disconnected	Green
5	BE66	Brakes	Spring brake air circuit – non-compounding valve not fitted	A spring brake air circuit does not have a non-compounding valve fitted. Non compounding valves are not required on some models. In such cases written confirmation from the manufacturer or the manufacturer's representative is required and the brake system must be unmodified.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	BE67	Brakes	Brake application delayed due to relay, valve, or other air component sticking or out of spec	The brake application is delayed due to an air brake relay or valve or other component sticking in its operation or is out of specification	Green
BRAKE FOUNDATION					
5	BF51	Brakes	Lever/slack adjuster significantly damaged - weakens lever/slack adjuster or prevents free operation	A lever or slack adjuster is damaged, eg cracked, bent, corroded or worn. The damage prevents its free operation or significantly weakens the slack adjuster lever	Green
5	BF52	Brakes	Lever/slack adjuster damaged - not significantly weakened/free operation not prevented.	A lever or slack adjuster is damaged, eg cracked, bent, corroded or worn. The damage does not significantly weaken the lever or slack adjuster, or prevent its free operation. The spider is not in contact with other brake components, and brake efficiency is not reduced	Green 2
5	BF53	Brakes	Stroke of brake chamber exceeds manufacturer's limit - service brake performance doesn't meet legal requirements	The stroke of the brake chamber exceeds the manufacturer's limit. Performance not met (service brake performance doesn't meet legal requirements)	Green
5	BF54	Brakes	Brake drum/disc not fitted/has pieces missing, cracked or not securely fitted, excessively corroded, excessively worn, warped/contaminated by brake fluid/oil/grease.	A brake drum or disc is not fitted or has pieces missing, is fractured through, a crack opens when the brake is applied or is excessively corroded, excessively worn, warped or contaminated by brake fluid, oil, or grease. Corrosion must not weaken the structure or mounting of brake components, or adversely affect their operation. Drum or disc wear must not exceed manufacturer's specifications.	Pink
5	BF55	Brakes	Shoe spring, anchor pins, cam roller, clevis pin or retainer missing/damaged - brake efficiency reduced on single steer front axle	A shoe spring, anchor pins, cam roller, clevis pin or retainer is missing or damaged. Brake efficiency is reduced on a single steer front axle	Pink
5	BF56	Brakes	Shoe spring, anchor pins, cam roller, or "S" cam bushes, clevis pin or retainer missing/damaged other than single steer front axle	A shoe spring, anchor pins, cam roller, clevis pin or retainer is missing or damaged. Brake efficiency is reduced on an axle other than a single steer front axle	Green
5	BF57	Brakes	Locking device missing, detached, loose or insecure	A locking device is not fitted, loose, or not of an approved type. The locking device is missing, detached, loose or insecure	Green
5	BF58	Brakes	Brake lining/pad missing, not securely fitted, cracked or excessively worn - missing, detached or excessively worn	A brake lining or pad is missing, not securely fitted, cracked, or excessively worn. The brake lining or pad is missing, detached, worn to the metal or worn below the manufacturer's limit	Pink
5	BF59	Brakes	Brake linings replaced on one side only of any axle set	A set of brake linings have been replaced on one side only of any axle set	Green
5	BF60	Brakes	Brake chamber missing or loose or damaged	A brake chamber missing or loose or damaged (affecting operation), housing is perforated by corrosion and the assembly is unsound or air lines disconnected and/or blocked off.	Pink
5	BF61	Brakes	Push rod doesn't activate - brakes applied	A push rod does not activate when the park brake is off and service brake is applied.	Pink
5	BF62	Brakes	Brake rod is significantly damaged/weak and prevents operation	A brake rod is significantly damaged eg bent, corroded or chafed. The damage significantly weakens the rod or prevents its free operation	Green
5	BF63	Brakes	Brake chamber (including clamps)/camshaft support bracket loose/bent/cracked/corroded.	A brake chamber (including chamber clamps) or camshaft support bracket is loose, bent, cracked or corroded.	Green
5	BF64	Brakes	Calliper/wheel cylinder leaks or there is audible air leak from brake chamber	A calliper or wheel cylinder leaks, or there is an audible air leak from a brake chamber	Green
5	BF65	Brakes	A mechanical brake linkage is missing, welded, slack adjuster incorrect angle, loose, pin missing	A mechanical brake linkage is missing or is welded or slack adjuster lever has the incorrect angle across an axle or has been cut to incorrect length, is loose or has excessive movement or a clevis pin is missing.	Green
BRAKE GAUGES					
5	BG51	Brakes	Device used to supply brake system - gauge missing/not operational/inaccurate/not visible	A device that is used to supply the brake system does not have a gauge fitted, the gauge is not operational, inaccurate, not illuminated, or is not readily visible from the driver's seat	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	BG52	Brakes	Audible warning device missing/not operational/inaudible/pressure too low - gauges not operational	An audible warning device is missing, does not operate, operates at a pressure lower than the manufacturer's minimum recommended pressure or cannot be easily heard from the driver's seat. Gauges not operational	Green
5	BG53	Brakes	Required low vacuum warning device does not activate	A required low vacuum warning device does not activate. Refer to VIRM.	Pink
5	BG54	Brakes	Audible warning device missing/not operational/inaudible/pressure too low - gauges operational	An audible warning device is missing, does not operate, operates at a pressure lower than the manufacturer's minimum recommended pressure or cannot be easily heard from the driver's seat. Gauges operational	Green 2

BRAKE HYDRAULICS

5	BH51	Brakes	Reservoir/master cylinder/servo unit leaks, or is loose/otherwise damaged or worn	A reservoir, master cylinder or servo unit leaks, or is loose, cracked, corroded, broken, otherwise damaged or worn	Green
5	BH52	Brakes	A brake hose bulges under pressure	A brake hose bulges under pressure	Pink
5	BH53	Brakes	Brake hose cracked/chafed to outer layer	A brake hose is cracked or chafed. Cracking or chafing extends all the way through the hose's outer layer, ie subsequent layers of the hose are visible	Green
5	BH54	Brakes	Brake hose cracked/chafed part of way through outer layer	A brake hose is cracked or chafed. Cracking or chafing extends part of the way through the hose's outer layer, ie subsequent layers of the hose are not visible	Green 2
5	BH55	Brakes	Brake hose cracked/chafed to outer layer and subsequent layers	A brake hose is cracked or chafed. Cracking or chafing extends all the way through the hose's outer layer and subsequent layers, ie subsequent layers of the hose are visible and cracked/chafed	Pink
5	BH56	Brakes	Insufficient reserve pedal travel: brake bottoms out before fully applied - hydraulic	There is insufficient reserve pedal travel. The pedal bottoms out before the brake if fully applied - hydraulic - indicates poor adjustment.	Pink
5	BH57	Brakes	Hydraulic system: less than 1/3 of pedal travel remains when the brake is fully applied.	There is insufficient reserve pedal travel of a hydraulic system, less than 1/3 of pedal travel remains when the brake is fully applied.	Green
5	BH58	Brakes	Brake hydraulic weep	There is a hydraulic weep from a wheel or master cylinder	Green 2
5	BH59	Brakes	Hydraulic brake pipe, hose or connector is damaged	A hydraulic brake pipe, hose or connector is otherwise damaged, incl. cracked pipes or connectors; and twisted or stretched brake hoses. A pipe or connector is cracked.	Green

BRAKE SYSTEM

5	BS51	Brakes	Any part of brake mechanism not securely fitted or attached	Any part of a brake mechanism is not securely fitted or attached	Pink
5	BS52	Brakes	Vehicle in combination has a GCM 39,000kg - 44,000kg not certified to HVBR	A vehicle used in a combination has a GCM of between 39,000kg and 44,000kg that is not certified for compliance with either of schedules 1 - 4 of the HVBR or brake code not listed on CoL.	Pink
5	BS53	Brakes	Vehicle modified from certified condition - brake performance affected and not certified	A vehicle is modified from its condition when certified for compliance with either of Schedules 1 - 4 of the HVBR, so that its brake performance is affected by the modification and it is not certified to Schedule 5 of HVBR	Pink
5	BS54	Brakes	Vehicle certified to the IHVBS/NZHVBC - certification documentation missing/invalid	A vehicle certified to the IHVBS or NZHVBC does not have a required statement of compliance or certification document, certification plate, CoL entry or modification certificate, or the statement or document, plate, entry or certificate is invalid, illegible, incomplete or incorrect.	Pink
5	BS55	Brakes	ABS/EBS system is not operating - Combination vehicle	An ABS or EBS system is not operating on all units in a combination when it is required (HPMV permits) or where the vehicle's standard compliance or certification requires it to be operational (HVBZ).	Pink
5	BS56	Brakes	Part of brake mechanism in contact with part of the vehicle - could cause damage/wear	Any part of a brake mechanism is in contact with any part of the vehicle in a way that could cause damage or wear such as chafing	Green 2
5	BS57	Brakes	Brake fails to release immediately after brake pedal released	A brake fails to release immediately after the brake pedal is released.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	BS58	Brakes	Brake does not function properly on any wheel equipped for braking	A brake does not function properly on any wheel equipped for braking	Green 2
5	BS59	Brakes	ABS/EBS system is non operating – single vehicle	An ABS/EBS system is not operating on a single vehicle or one of the vehicles in a combination	Green
5	BS60	Brakes	Required service brake is not fitted	A required service brake is not fitted	Pink

BRAKE TESTING

5	BT51	Brakes	Roller brake machine test - Vehicle failed	A roller brake machine test has detected brake performance defects refer to CVIU SOP level 6 Inspection for action to be taken.	Pink
5	BT52	Brakes	Brake temperature detector check – brake imbalance	A Brake temperature check has detected brake imbalance refer to CVIU SOP brake temperature detector for action to be taken.	Green 2
5	BT53	Brakes	Performance of service brake does not meet legal requirements through other means	The performance of a service brake does not meet the legal requirements. A service brake must be capable of stopping a vehicle under all conditions of loading within a distance of 7m from a speed of 30 km/h (50% average efficiency). Refer to the VIRM for exemptions and details.	Pink
5	BT54	Brakes	Performance of park brake does not meet legal requirements	The performance of a park brake does not meet the legal requirements. A park brake must be capable of holding a vehicle under all conditions of loading on a slope of 1 in 5 and, where it is incorporated in the emergency brake, must be capable of stopping the vehicle under all conditions of loading within a distance of 18m from a speed of 30 km/h (20% average efficiency) OR when tested on an approved roller brake machine have an efficiency of at least 20% (0.2g deceleration). Refer to the VIRM for exemptions and details.	Pink
5	BT55	Brakes	Service brake on single steer front axle unbalanced (imbalance > 30%,marked deviation)	The service brake on a common axle is unbalanced. The imbalance exceeds 30% on a single steer front axle or there is a marked deviation from a straight path when the brake is applied	Pink
5	BT56	Brakes	The service brake on a front axle (not single steer) is unbalanced (imbalance > 30%)	The service brake on a common axle is unbalanced. The imbalance exceeds 30% on a steering axle other than a single steer front axle	Green
5	BT57	Brakes	The service brake on an axle is unbalanced (imbalance >30%)	The service brake on a common axle is unbalanced. The imbalance is greater than 30% on an axle other than a single steer front axle	Green 2
5	BT58	Brakes	Park brake application delayed, relay, valve, or other component sticking	The park brake application is delayed due to an air brake relay or valve or other component sticking, excessive time to come on	Green 2

CAB, CHASSIS AND BODY LEVEL 5

ANCILLARY EQUIPMENT

5	CA51	Cab, chassis and body	Speedo cable disconnected or damaged	Speedo cable is disconnected or damaged	Green 2
5	CA52	Cab, chassis and body	Speedometer not operational, damaged, needle jammed, inaccurate or can't be seen by driver	A speedometer is not operational or damaged, the needle is jammed, is inaccurate or can't be seen from driver position. Note a GPS is not an acceptable speedo.	Green 2
5	CA53	Cab, chassis and body	Horn missing or not operational or weak	The horn is missing or it is not operational or it can not be heard from 100mtrs.	Green 2
5	CA54	Cab, chassis and body	Vehicle is fitted with a bell, siren or whistle	A vehicle is fitted with a bell, siren or whistle. Check VIRM for exemptions.	Green 2

CORROSION

5	CC51	Cab, chassis and body	Corrosion in pillars	Corrosion which has resulted in a hole >50mm in the cab pillars or is within 150mm of the top of the A-pillar. Requires LT400	Green
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LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	CC52	Cab, chassis and body	Corrosion hole around door hinges	Corrosion which has resulted in a hole >50mm around the cab door hinges. Requires LT400	Green
5	CC53	Cab, chassis and body	Corrosion in the cab	Corrosion that has resulted in a hole > 50mm in any other part of the cab or body within 100mm of a mount. Requires LT400	Green
5	CC54	Cab, chassis and body	Chassis has severe corrosion or rust heave	Chassis has corrosion with flaking rust and significant reduction of material thickness or rust heave. The chassis should be inspected by a specialist certifier. Particular attention should be paid to any vehicle used to carry stock, fertiliser or corrosive cargo. Requires certification (LT400).	Green

DOORS

5	CD51	Cab, chassis and body	Door damaged, not securely fitted or cannot be opened from inside or does not stay closed	A door is damaged/not securely fitted by way of an appropriate door retention system, or any part of a door retention system is missing or significantly damaged or deteriorated. A door can not be opened from the inside or closed securely or does not stay closed. Except if fitted with a child safety lock and the child safety lock is activated, and for vehicles used to carry legally detained persons.	Pink
5	CD52	Cab, chassis and body	Door retention deteriorated or it requires excessive force to open or close	A door retention system, or any part of a door retention system is missing or deteriorated or requires excessive force to open or close where the door may open inadvertently.	Green 2
5	CD53	Cab, chassis and body	No ready means of entrance and exit	There is no ready means of entrance and exit for vehicle occupants.	Pink

CHASSIS FITTINGS

5	CF51	Cab, chassis and body	Load containment structure damaged or not securely fitted – risk of failure, vehicle loaded (includes cab guard)	Any part of a load containment structure is damaged or not securely fitted; there is significant risk of the structure failing and the vehicle is loaded (includes cab guards)	Pink
5	CF52	Cab, chassis and body	Load containment structure damaged or not securely fitted – risk of failure, vehicle unloaded (includes cab guard)	Any part of a load containment structure is damaged or not securely fitted; there is significant risk of the structure failing but the vehicle is not loaded (includes cab guard)	Green 2
5	CF53	Cab, chassis and body	Cab or body attachment points (includes mounts) broken or missing 1/3 or more attachment points are loose and the vehicle is loaded	The cab or body attachment points (includes mounts) are broken or missing or severely damaged by corrosion or the attachment points of the subframe or body are missing, broken or visibly loose on more than 1/3 of one side and the vehicle is laden. Requires certification (LT400).	Pink
5	CF54	Cab, chassis and body	Chassis rail, cross members, deck attachments, or cab and body attachments damaged – risk of failure/unsafe operation, vehicle loaded	Chassis rail, cross members, deck attachments, or cab and body attachments are damaged (eg corroded, deformed or cracked, or not securely fitted); there is a significant risk of a component failing or the vehicle cannot be operated safely and the vehicle is loaded	Pink
5	CF55	Cab, chassis and body	Chassis rail, cross members, deck attachments, or cab and body attachments damaged – risk of failure/unsafe operation, vehicle not loaded	Chassis rail, cross members, deck attachments, or cab and body attachments are damaged (eg corroded, deformed or cracked, or not securely fitted); there is a significant risk of a component failing or the vehicle cannot be operated safely but the vehicle is not loaded	Green
5	CF56	Cab, chassis and body	Sub-frame or body attachment bolts loose – unladen	Sub-frame or body attachment bolts, nuts or other types of fastening are loose but not missing and vehicle is unladen.	Green 2
5	CF57	Cab, chassis and body	Monocoque construction showing signs of imminent failure	A vehicle of monocoque construction shows signs of failure above the threshold in the technical reference document in the back of this manual. Requires certification (LT400).	Pink
5	CF58	Cab, chassis and body	Monocoque construction showing signs of possible failure in a major load bearing area	A vehicle of monocoque construction shows signs of failure in a major load bearing area but is less than the threshold in the technical reference document in the back of this manual. Requires certification (LT400).	Green
5	CF59	Cab, chassis and body	Monocoque construction showing signs of possible failure in a minor load bearing area	A vehicle of monocoque construction shows signs of failure in a minor load bearing area but is less than the threshold in the technical reference document in the back of this manual. Requires certification (LT400).	Green 2
5	CF60	Cab, chassis and body	Fuel tank, battery box, locker box or other heavy item dangerously insecure	Fuel tank, battery box, locker box or any other heavy item is dangerously insecure due to missing bolts, nuts, or has a broken or cracked or is missing a bracket.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	CF61	Cab, chassis and body	Fuel tank, battery, battery box, locker box cover/lid/door or other heavy item insecure or loose	Fuel tank or battery or battery box or locker box cover/lid/door or air tanks or any other heavy item is not properly secured because some of the bolts/pins are loose/missing/broken.	Green 2
CHASSIS MOUNTS AND MEMBERS					
5	CM51	Cab, chassis and body	Cross member is broken	Cross member is broken or missing or severely damaged by corrosion. Second or subsequent repair Requires certification (LT400).	Pink
5	CM52	Cab, chassis and body	Cross member has a visible crack	Cross member has a visible crack. Second or subsequent repair Requires certification (LT400).	Green
5	CM53	Cab, chassis and body	Chassis or cross-member fastenings insecure/unsafe	Chassis or cross-member fastenings are visibly loose or insecure and have signs of movement – rivets, nuts, bolts or any other type of fastening. Unsafe condition.	Pink
5	CM54	Cab, chassis and body	Chassis or cross-member fastenings loose	Chassis or cross-member fastenings are visibly loose or have signs of movement – nuts, bolts or any other type of fastening that require only retightening.	Green 2
5	CM55	Cab, chassis and body	Chassis rail clearly buckled or twisted	Chassis rail is buckled or twisted and it is clearly detectable. Requires certification (LT400).	Pink
5	CM56	Cab, chassis and body	Chassis rail crack on flange >30mm or web >60mm	Chassis rail has a visible crack either on the flange greater than 30mm or on the web greater than 60mm. Requires certification (LT400).	Pink
5	CM57	Cab, chassis and body	Chassis rail crack to flange and web of rail	Chassis rail has a visible crack that extends at least partially through to both the flange and web of the rail. Requires certification (LT400).	Pink
COL					
5	CP51	Cab, chassis and body	Wheelbase or axle change not on loading cert	Wheelbase extended or shortened, axle is added or removed, and details are not recorded on the loading certificate. Requires certification (LT400).	Green
SEATS AND BELTS					
5	CS51	Cab, chassis and body	No seat for driver	A vehicle is not fitted with a seat for the driver and the vehicle cannot be operated safely	Pink
5	CS52	Cab, chassis and body	Driver's seat not securely fitted – detachment imminent	The driver's seat is not securely fitted to the vehicle and detachment is imminent, or there is a significant risk of the seat detaching under the load, eg in the event of an emergency stop or accident	Pink
5	CS53	Cab, chassis and body	Other seat not securely fitted – detachment imminent	A seat other than the driver's seat is not securely fitted to the vehicle and detachment is imminent, or there is a significant risk of the seat detaching under the load (eg in the event of an emergency stop or accident)	Green
5	CS54	Cab, chassis and body	Drivers seat damaged, loose or excessively worn	A seat is not securely fitted to the vehicle; detachment is not imminent but the seat structure or mounting points are weakened through damage or deterioration.	Green 2
5	CS55	Cab, chassis and body	Seat belt damaged/worn occupied seat	Seat belts are fitted and/or the seat belt anchorages are damaged or worn so they do not function correctly or are unsafe. Driver's seat or an occupied passenger seat. Requires LT400	Green
5	CS56	Cab, chassis and body	Seat belt damaged/worn unoccupied seat	Seat belt and/or the seat belt anchorages for passenger are damaged or worn but the seat is not occupied.	Green 2
5	CS57	Cab, chassis and body	Seat belt not fitted	Seat belt(s) are required but not fitted to a vehicle manufactured or first registered in NZ after 1 October 2003.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
DRIVELINE					
MOUNTS					
5	DM51	Driveline	An engine, gearbox or differential mount is broken or missing	An engine, gearbox or differential mount is broken or missing	Green
5	DM52	Driveline	An engine, gearbox or differential mount is damaged or loose.	An engine, gearbox or differential mount is damaged or loose.	Green 2
DRIVESHAFT					
5	DS51	Driveline	Drive shaft damaged - failure imminent	A drive shaft is bent, dented, has excessive play, or is otherwise damaged and failure is imminent	Pink
5	DS52	Driveline	Drive shaft damaged - failure not imminent	A drive shaft is bent, dented, has excessive play, or is otherwise damaged, failure is not imminent	Green
5	DS53	Driveline	Inboard/Outboard yoke is loose - failure imminent	An inboard/outboard yoke is loose and failure is imminent	Pink
5	DS54	Driveline	Inboard/Outboard yoke is loose - failure not imminent	An inboard/outboard yoke is loose, failure is not imminent	Green 2
5	DS55	Driveline	Fastener missing or loose	A fastener securing a component of a shaft, support, bearing, or input or output flange is missing or loose or lock tabs, if required, are not fitted or they are fitted and not locked	Green 2
5	DS56	Driveline	Universal joint worn, cap bolts missing - failure imminent	A universal joint is worn or missing/broken cap bolts and failure is imminent	Pink
5	DS57	Driveline	Universal joint bearing cap loose or rotating in yoke	A universal joint bearing cap is loose or rotating in the yoke	Green
5	DS58	Driveline	Universal joint cap bolt missing/broken - failure not imminent	A universal joint cap bolt is missing or broken but failure is not imminent	Green 2
5	DS59	Driveline	Drive shaft yokes out of phase	A drive shaft yoke or universal in the drive shaft assembly is out of phase	Green 2
5	DS60	Driveline	Shaft bearing or slip joint worn or loose - failure imminent	A shaft bearing or slip joint is worn or loose and failure is imminent. There should be <0.30mm of lateral movement. Slip joint boots should be properly attached and free from tears and punctures.	Pink
5	DS61	Driveline	Shaft bearing or slip joint worn or loose - failure not imminent	A shaft bearing or slip joint is worn or loose but failure is not imminent	Green 2
5	DS62	Driveline	Grease nipple damaged or missing	A grease nipple fitted to a universal joint or slip joint is damaged or missing	Green 2
5	DS63	Driveline	Drive-shaft flange excessively loose	Drive-shaft flange is excessively loose, worn or missing a bolt or nut.	Pink
5	DS64	Driveline	Centre hanger or bearing excessively worn insecure or damaged	Drive-shaft centre hanger or bearing is excessively worn or the rubber is insecure or damaged or dislodged or perished.	Pink
EXTERNAL FITTINGS					
ANCHORAGES					
5	EA51	Load anchorage	Load anchorage system (in use) not certified	A load anchorage system (in use) is not certified for compliance with NZS5444. Requires certification (LT400).	Pink
5	EA52	Load anchorage	Stock crate retaining system not certified - loaded	A stock crate retaining system manufactured before 01/01/95 is not certified for compliance with section 5 of NZS5413 and the vehicle is loaded. Requires certification (LT400).	Pink
5	EA53	Load anchorage	Stock crate retaining system not certified - unloaded	A stock crate retaining system manufactured before 01/01/95 is not certified for compliance with section 5 of NZS5413 but the vehicle is not loaded. Requires certification (LT400).	Green 2
5	EA54	Load anchorage	Stock crate or monocoque stock trailer not certified	A stock crate retaining system or monocoque stock trailer is not certified with compliance with NZS5413. Requires certification (LT400).	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	EA55	Load anchorage	Load anchorage damaged/not securely fitted, load secured to or by anchorage and includes body supports and outriggers – failure imminent	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage is significantly compromised, there is an immediate risk of failure and a load is secured to or by the anchorage and includes body supports and outriggers. Requires certification (LT400).	Pink
5	EA56	Load anchorage	Load anchorage damaged/not securely fitted – load secured to or by anchorage	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage may be compromised. A load is secured to or by the anchorage. Requires certification (LT400).	Green
5	EA57	Load anchorage	Load anchorage damaged/not securely fitted – risk of failure, no load secured to or by anchorage	A load anchorage is damaged or not securely fitted to the vehicle. The integrity of the load anchorage is significantly compromised, and there is an immediate risk of failure but a load is not secured to or by the anchorage. Requires certification (LT400).	Green 2
5	EA58	Load anchorage	Stock crate door does not stay closed/not securely fitted/damaged/not properly maintained – any condition of loading	A stock crate door does not stay closed when shut, is not securely fitted to the vehicle, not properly maintained, or damaged. There is significant risk of the door failing in any condition of loading.	Green
5	EA59	Load anchorage	Vehicle not fitted with load anchorage certification label	A vehicle fitted with load anchorages is not fitted with a certification label, or the certification label is invalid, illegible, incomplete or incorrect (eg the number of load anchorages does not match the number stated on the certification label). Requires certification (LT400).	Green 2
5	EA60	Load Anchorage	Anchorage in use not specified on LA Tag	Anchorage not specified on load anchorage tag and in use. Load must be re-secured to a certified load anchorage before continuing.	Green 2
5	EA61	Load Anchorage	Bolster locking pins – missing or out of shape	Any bolster assembly locking pins are missing, damaged, bent or deformed.	Pink
5	EA62	Load Anchorage	ID tag showing Incorrect number of points	ID tag has the incorrect number of points showing on it. Requires certification (LT400).	Green
5	EA63	Load Anchorage	Repairs uncertified alternates available	Repairs have been made that are uncertified but the vehicle in unladen or the vehicle is laden but alternative points are available	Green
5	EA64	Load Anchorage	Rope rails damaged	Rope rails are damaged, detached at any point or cracked. Requires certification (LT400).	Green 2
5	EA65	Load anchorage	Logging bolster not certified	A logging bolster fitted on or after 27/11/98 is not certified for compliance with the Bolster Attachment Code of 27/11/98	Pink
5	EA66	Load anchorage	Bolster not securely fitted or attachment is damaged – immediate risk of failure, vehicle loaded	A bolster is not securely fitted to the vehicle, or a bolster or bolster attachment is damaged; the integrity of the bolster or bolster attachment is significantly compromised, there is an immediate risk of failure. Requires certification (LT400).	Pink
5	EA67	Load anchorage	Bolster not securely fitted or attachment is damaged – no immediate risk of failure	A bolster is not securely fitted to the vehicle, or a bolster or bolster attachment is damaged; the integrity of the bolster or bolster attachment may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green 2
5	EA68	Load anchorage	Sliding bolster – no locking mechanism	A sliding bolster that is required to be locked does not have a locking mechanism or it is not utilised. Requires certification (LT400).	Pink
5	EA69	Load anchorage	Bolster attachments requiring certification do not have certification label or document – no belly chain	A vehicle fitted with bolsters the attachments of which require certification does not have a corresponding certification label or document, or the certification label or document is invalid, illegible, incomplete or incorrect, and there is no belly chain	Pink
5	EA70	Load anchorage	More than one twist lock is damaged/not securely fitted or does not lock effectively, vehicle laden.	More than one load anchorage twist lock is damaged, not securely fitted to the vehicle or does not lock positively (detents are not engaging positively). The integrity of the load anchorage system is compromised and there is an immediate risk of failure, vehicle is laden. Requires certification (LT400).	Pink
5	EA71	Load anchorage	One twist lock does not lock effectively.	One load anchorage twist lock does not lock positively (detents are not engaging positively). The integrity of the load anchorage system may be compromised.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
EXTERNAL FITTINGS					
5	EF51	External fittings	Damaged or deteriorated part – safety risk	A damaged or deteriorated part of the vehicle poses a significant safety risk to other road users.	Pink
5	EF52	External fittings	External fitting/damaged or deteriorated part affects driver’s view or control	An external fitting, or a damaged or deteriorated part of the vehicle, adversely affects the driver’s view or control of the vehicle.	Pink
5	EF53	External fittings	External fitting poses significant risk of injury to other road users.	An external fitting poses a significant risk of injury to other road users and this cannot be rectified, including damaged functional fittings e.g bull bars, winches, tow balls and side racks for ladders	Pink
EQUIPMENT LOCKING					
5	EL51	Equipment locking devices	Sliding axle set/chassis/outrigger does not have effective locking device – may be a risk to other road users	A sliding axle set or sliding chassis, or an outrigger fitted to a vehicle does not have an effective locking device by visual inspection and there may be significant risk to other road users.	Pink
5	EL52	Equipment locking devices	Sliding axle or 5th wheel end stops not fitted or damaged	A sliding axle set or adjustable 5th wheel does not have end-stops (stops never fitted or missing) or they are damaged.	Pink
5	EL53	Equipment locking devices	A required alarm is not fitted or does not operate	A required locking device alarm is not fitted or does not operate.	Pink
5	EL54	Equipment locking devices	Swivel crane or other required equipment locking device not compliant Class NB & NC	A required swivel crane or other equipment locking device(s) not fitted, not readily seen, does not have an alarm fitted, or is not locking when the landing leg is not in a fully retracted position (class NB and NC vehicles) or poses a significant risk to other road users (specify the risk in notes).	Pink
EXHAUST SYSTEM					
EXHAUST SYSTEM					
5	ES51	Exhaust system	Internal combustion engine – no exhaust system	A vehicle with an internal combustion engine is not fitted with an exhaust system. The exhaust system includes manifolds, silencers, pipes, gaskets, mounting hardware and heat shields fitted to protect fire risk.	Pink
5	ES52	Exhaust system	Exhaust system not securely fitted – detachment imminent	An exhaust system is not securely fitted and detachment is imminent	Pink
5	ES53	Exhaust system	Exhaust system not effective, loose, leaks or excessive noise	An exhaust system is not effective, has been damaged, the system is loose and leaks or creates excessive noise	Green
5	ES54	Exhaust system	Excessive smoke – safety issue exists	Excessive smoke as determined by 10 second moving test or other means	Green
5	ES55	Exhaust system	Exhaust system leaks fumes into the cab or passenger compartment	An exhaust system does not comply with applicable requirements because it leaks fumes into the cab or passenger compartment and is unsafe.	Pink
FLUID LEAKS					
FLUID LEAKS					
5	FL51	Fluid leaks	Fluid leaks other	Fluid leaks from any other source that warrants attention but does not pose a danger to other road users.	Green 2
5	FL52	Fluid leaks	Oil leak: vehicle power train – severe	Oil leaks from engine diff or gearbox – danger to other road users. There is pooling under the vehicle when it is stationary.	Pink
5	FL53	Fluid leaks	Oil leak: hydraulic ancillary system – severe	Oil leaks from hoist, crane etc – danger to other road users. There is pooling under the vehicle when it is stationary.	Pink
5	FL54	Fluid leaks	Fuel dripping	Fuel leaking while vehicle is standing, ie free flow or dripping or could create fire risk – dangerous to other road users.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	FL55	Fluid leaks	Fuel seepage from fuel system	Fuel is seeping from fuel system but there is no fire risk or risk to safety of other road users.	Green 2
5	FL56	Fluid leaks	Power steering system leak - major	Power steering system has a major leak - must be dripping.	Pink
5	FL57	Fluid leaks	Leakage of steering shock absorber damping fluid/minor power steering fluid leak	Leakage of steering shock absorber damping fluid or minor power steering fluid leak. Less than two drips in 30s.	Green 2

FUEL SYSTEM

FUEL SYSTEM

5	FS51	Fuel system	CNG or LPG alternative fuel inspection certificate absent, LPG in the tank	A vehicle with an operational CNG or LPG alternative fuel system does not have a current alternative fuel inspection certificate and has LPG in the tank	Green
5	FS52	Fuel system	Fuel cap not fitted, worn or damaged excessive spillage	A fuel cap is not fitted or is worn/damaged and does not prevent spillage.	Pink
5	FS53	Fuel system	Fuel tank, pump, pipe, hose or connector damaged failure is imminent	The fuel tank, pump, pipe, hose or connector leaks or failure is imminent.	Pink
5	FS54	Fuel system	The fuel tank, pump, pipe, hose or connector is significantly damaged	The fuel tank, pump, pipe, hose or connector is significantly damaged, eg cracked or excessively worn or corroded.	Green
5	FS55	Fuel system	The fuel tank, pump, pipe, hose or connector is damaged but not significantly. Failure is not imminent	The fuel tank, pump, pipe, hose or connector is damaged but not significantly damaged. Failure is not imminent.	Green 2

LIGHTING

LIGHTING ANCILLARY

For additional guidance see the Lighting Section in Technical References

5	LA51	Lighting	One (front) or more than two fog lamps fitted (front/rear)	Only one front fog light, or there are more than two fog lamps fitted, front or rear	Green
5	LA52	Lighting	A fog lamp emits a colour other than white or amber (front) or red or amber (rear)	A fog lamp fitted to the front emits a colour other than white or amber, or a fog lamp fitted to the rear emits a colour other than red or amber	Green
5	LA53	Lighting	A fog lamp is insecure, damaged or out of alignment	A fog lamp is insecure, the lens is damaged or opaque, or the lamp is out of alignment	Green 2
5	LA54	Lighting	One or more than two spot/driving lamps fitted	Only one spot/driving lamp fitted, or more than two spot/driving lamps are fitted	Green
5	LA55	Lighting	A spot/driving lamp not properly connected.	A spot/driving works intermittently, flashes, or flickers when tapped. A spot/driving lamp is not connected correctly so that it extinguishes when the driver switches the OE headlamps from high beam to low beam.	Green 2
5	LA56	Lighting	A spot/driving lamp out of alignment, emits light colour other than white or amber, or has unequal light output	A spot/driving lamp is out of alignment, emits a light colour that is other than white or amber, or does not have approximately equal light output or intensity. Applies only to cases where the alignment is such that there is a significant risk of dazzling or blinding oncoming traffic	Green
5	LA57	Lighting	A spot/driving lamp not securely fitted, damaged, obscured, water in lamp or reflector deteriorated	A spot/driving lamp is not securely fitted, is damaged or obscured, there is water in the lamp or reflector is deteriorated so as affect its performance	Green 2
5	LA58	Lighting	A spot/driving lamp that replaces the OE high beam lamp(s) damaged or obscured when in use	A spot/driving lamp that has replaced the OE high beam lamp(s) is damaged or obscured when the lamp is in use	Green 2
5	LA59	Lighting	Scene lamp fitted to vehicle other than heavy goods vehicle, forklift, ambulance/ fire appliance	A scene lamp is fitted to a vehicle other than a heavy goods vehicle, forklift, ambulance or fire appliance	Green 2
5	LA60	Lighting	More than 2 scene lamps fitted to heavy goods vehicle. More than 4 scene lamps fitted to ambulance/fire appliance	More than two scene lamps are fitted to a heavy goods vehicle, or more than four scene lamps are fitted to an ambulance or fire appliance	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	LA61	Lighting	Scene lamp not securely fitted	A scene lamp is not securely fitted. Must be refitted or removed before continuing.	Green 2
5	LA62	Lighting	Scene lamp warning light not fitted/operational	A warning light which indicates operation of a scene lamp to the driver is not fitted or not operational	Green 2
5	LA63	Lighting	Flashing/revolving lamp not fitted as specified/required, exceeds number permitted, emits incorrect colour or is not securely fitted	A flashing or revolving lamp is not fitted as specified or required, exceeds the number permitted, emits light of a colour other than the colour specified or is not securely fitted	Green 2
5	LA64	Lighting	Cosmetic lamps dazzle, disorientate or emit a visible light source other than white or amber to the front or red or amber to the rear	A vehicle fitted with cosmetic lights creates a risk of dazzling or disorientating other road users, or that they emit a visible light source with a colour that is not white or amber when viewed from the front, or red or amber when viewed from the rear.	Green

LIGHTING BRAKE LIGHTS

5	LB51	Lighting	No stop lamps fitted, no stop lamps working, are excessively damaged or fully obscured. Single vehicle or rear unit of combo	No required stop lamps are fitted, or all stop lamps do not operate, or they are excessively damaged and affects the operation or they are fully obscured. On a single vehicle or on the rear unit of a combination.	Pink
5	LB52	Lighting	One stop lamp is fitted, not working, excessively damaged or fully obscured. Single vehicle or rear unit of combo	Only one required stop lamp is fitted, or does not operate, or is damaged, or is fully obscured. On a single vehicle or on the rear unit of a combination. Includes any auxiliary stop lights if fitted.	Green 2
5	LB53	Lighting	No stop lamps operate on a front vehicle in a combo	No stop lamps operate when the service brake applied on a front vehicle used in a combination.	Green 2
5	LB54	Lighting	All stop lamps remain on when service brake is released	All stop lamps remain on when service brake is released after application. Applies also to any auxiliary stop lamps fitted.	Green
5	LB55	Lighting	One stop lamp remains on when service brake is released	One stop lamp remains on when service brake is not applied. Applies also to auxiliary stop lamps if fitted.	Green 2
5	LB56	Lighting	Stop lamp emits colour other than red, or is obscured	A stop lamp emits light of a colour other than red, or is obscured, ie lens badly faded or crazed Applies to any auxiliary stop lamps if fitted.	Green 2

LIGHTING CORNER LIGHTS

5	LC51	Lighting	One or more than two cornering lamps fitted	Only one, or more than two, cornering lamp(s) is/are fitted	Green 2
5	LC52	Lighting	Cornering lamp operates incorrectly or intermittently, emits colour other than white/amber or visible from rear.	A cornering lamp operates intermittently, flashes or flickers when tapped or operates with the headlamps switched off, without the direction indicators on the same side operating, or with the direction indicators on the opposite side operating, or emits light of a colour other than white or amber or is visible from the rear of the vehicle.	Green 2
5	LC53	Lighting	Cornering lamp not securely fitted, damaged detachment imminent	A cornering lamp is not securely fitted or damaged and detachment is imminent.	Green
5	LC54	Lighting	Cornering lamp not securely fitted, damaged detachment not imminent	A cornering lamp is not securely fitted or damaged and detachment is not imminent	Green 2

LIGHTING DAYTIME RUNNING LIGHTS

5	LD51	Lighting	One or more than two daytime running lamps fitted	Only one, or more than two, daytime running lamp(s) is/are fitted	Green
5	LD52	Lighting	Daytime running lamp emits colour other than white/amber or can be seen from the rear.	A daytime running lamp emits light of a colour other than white or amber or can be seen from the rear of the vehicle	Green 2
5	LD53	Lighting	Daytime running lamp works intermittently/operates with fog lights, not securely fitted or damaged	A daytime running lamp works intermittently, flashes, or flickers when tapped or operates with fog lights, or is not securely fitted or is damaged. Which could be a risk to other road users.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
LIGHTING HEAD LIGHTS					
5	LH51	Lighting	Required headlamps is not fitted, not operating or detachment is imminent	A vehicle is operated with no mandatory headlamps fitted or not securely fitted and detachment is imminent or are fitted but not operational, works intermittently, flashes or flickers when tapped. Flashing headlamps are permitted on Police vehicles, ambulances, fire engines, some other emergency service vehicles and some load pilot vehicles.	Pink
5	LH52	Lighting	One required headlamp is not fitted, not securely attached or is not operational	A vehicle is operated with only one mandatory headlamps fitted or one headlight is not operational, works intermittently, flashes or flickers when tapped.	Green 2
5	LH53	Lighting	More than 2 low beam headlamps fitted or operate on low beam.	More than 2 low beam headlamps fitted or operate on low beam. Not including any fog lamps.	Green
5	LH54	Lighting	Low beam headlamps do not illuminate the road up to 50m forwards	The low beam headlamps do not illuminate the road within a range of at least 50m in front of the vehicle	Green
5	LH55	Lighting	Headlamps out of alignment (During darkness) Blinding other road users	A vehicle is operated during the hours of darkness with misaligned headlamps. Applies only to cases where the alignment of low beam headlamps is such that there is a significant risk of dazzling or blinding oncoming traffic.	Pink
5	LH56	Lighting	A headlamp is out of alignment (during daylight)	A vehicle is operated during the hours of daylight with misaligned headlamps that pose a significant safety risk to other road users	Green 2
5	LH57	Lighting	More than 4 headlamps operate on high beam	More than 4 headlamps operate on high beam	Green
5	LH58	Lighting	A high beam headlamp operates when low beam selected	A high beam headlamp operates when low beam is selected	Green 2
5	LH59	Lighting	Headlamp emits colour other than white/amber	A headlamp emits light of a colour other than white or amber	Green
5	LH60	Lighting	A headlamp is damaged failure is imminent or light output on either side is not approx equal	A headlamp is damaged: the lamp's light output or pattern is affected or water is in the lamp (eg a lens is missing or significantly damaged) Headlamps on either side do not have approx equal light output	Green 2
5	LH61	Lighting	A headlamp is fully obscured at night	A headlamp is fully obscured (during darkness) Obscured, for example, by a bullbar	Pink
5	LH62	Lighting	A headlamp is partially obscured at night	A headlamp is partially obscured (during darkness) Obscured, for example, by a bullbar	Green
5	LH63	Lighting	A headlamp is fully/partially obscured daytime	A headlamp is fully/partially obscured (during day light) Obscured, for example, by a bullbar	Green 2
5	LH64	Lighting	A headlamp cover affects light output at night	A headlamp is fitted with a cover that is opaque, tinted, damaged or deteriorated and the lamp's light output or pattern is affected at night	Green
5	LH65	Lighting	A headlamp cover affects light output daytime	A headlamp is fitted with a cover that is opaque, tinted, damaged or deteriorated and the lamp's light output or pattern is affected during the day	Green 2
5	LH66	Lighting	H/lamp low beam RHS not working at night	Headlamp right hand side low beam is not working. During night time hours	Pink
5	LH67	Lighting	H/lamp low beam LHS none at night but has forward side lamps	Headlamp left hand side low beam is not working but both forward facing side lamps are working during hours of darkness	Green
LIGHTING INDICATOR LIGHTS					
5	LI51	Lighting	Whole indicator system does not operate	The whole indicator system does not operate	Pink
5	LI52	Lighting	One side indicator system does not operate	One side of vehicle indicator system does not operate	Green
5	LI53	Lighting	Required direction indicator lamp not fitted	A required direction indicator lamp is not fitted	Green
5	LI54	Lighting	One direction Indicator lamp not working	A direction indicator lamp not operational	Green 2
5	LI55	Lighting	A direction indicator lamp works intermittently and flickers when tapped.	A direction indicator lamp works intermittently or flickers when tapped. Applies also to auxiliary direction indicator lamps if fitted	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	LI56	Lighting	Direction indicator lamp does not flash between 60 and 120 times per minute	A direction indicator lamp does not flash at a rate of between 60 and 120 times per minute. Applies also to auxiliary direction indicator lamps if fitted	Green 2
5	LI57	Lighting	Front direction indicator lamp emits colour other than white/amber	A front direction indicator lamp emits light of a colour other than white or amber. Applies also to auxiliary direction indicator lamps if fitted	Green 2
5	LI58	Lighting	Rear direction indicator lamp emits light other than red or amber	A rear direction indicator lamp emits light of a colour other than red or amber. Applies also to auxiliary direction indicator lamps if fitted.	Green 2
5	LI59	Lighting	Direction indicator lamp is damaged, fully obscured or output affected/failure imminent or is not securely fitted (detachment is imminent)	A direction indicator lamp is damaged or fully obscured (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), the lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp) is not securely fitted (detachment is imminent) Front or rear of the combination only.	Green
5	LI60	Lighting	Direction indicator lamp is damaged, partially obscured output not affected or is loose.	A direction indicator lamp is damaged or partially obscured (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), but the lamp's light output is not affected and failure of the lamp is not imminent or is not securely fitted and detachment is not imminent.	Green 2
5	LI61	Lighting	Direction indicator lamp is fitted with a cover that affects its output	A direction indicator lamp is partially or fully fitted with a cover that is opaque, tinted, damaged or deteriorated in a way that affects the light output	Green 2
5	LI62	Lighting	Required warning device indicating failure of direction indicator lamps is not fitted/operational	A required warning device which indicates the failure of one or more direction indicator lamps is not fitted or not operational	Green 2
5	LI63	Lighting	Two or more Indicator lights not working on the rear of combination	Indicator system operates, but 2 or more indicator lights are not working on the rear of a combination vehicle	Green
5	LI64	Lighting	One indicator light is not working on the rear of combination	One indicator light is not working on the rear on a combination vehicle	Green 2
5	LI65	Lighting	HPMV not fitted with additional mid trailer mounted indicator lamp	An HPMV combination is not fitted with an additional indicator unit at the mid point of the trailer	Green
5	LI66	Lighting	HPMV additional mid trailer mounted indicator lamp not operational	An HPMV combination is fitted with an additional indicator unit at the mid point of the trailer but it is not operational	Green 2

LIGHTING MARKER LIGHTS

5	LM51	Lighting	All side marker lamps not operational (during darkness)	A vehicle required to have side marker lamps is operated with no side marker lamps fully operational during the hours of darkness	Pink
5	LM52	Lighting	Required side marker lamps not fitted	A vehicle required to have side marker lamps is operated with no side marker lamps fitted	Green
5	LM53	Lighting	Side marker lamp emits colour other than white/amber to the front or red/amber to the rear	A side marker lamp emits light of a colour other than white or amber to the front; or red or amber to the rear	Green 2
5	LM54	Lighting	Side marker lamp not fitted at approx. 1/3 of the vehicle's length from the rear	A side marker lamp is not fitted at approx. 1/3 of the vehicles length from the rear	Green 2
5	LM55	Lighting	Side marker lamp not operational, not secure, damaged or obscured	A side marker lamp is not operational, works intermittently, flashes, or flickers when tapped, or is not secure or is damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated). The lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp) or is obscured	Green 2
5	LM56	Lighting	Required end outline marker lamps not fitted	A vehicle required to have end outline marker lamps is not fitted with them	Green
5	LM57	Lighting	End outline marker lamp/s not operational, more than one	A vehicle fitted with end outline marker lamps has more than one lamp not operational	Green 2
5	LM58	Lighting	End outline marker lamp/s emit a colour other than white or amber to the front, red or amber to the rear	A vehicle fitted with end outline marker lamp/s emit a colour other than white or amber to the front, red or amber to the rear	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	LM59	Lighting	End outline marker lamps dazzle, too many fitted	A vehicle fitted with end outline marker lamps creates a risk of dazzle to other road users by having too many lamps fitted/operational	Green
LIGHTING NUMBER PLATE					
5	LN51	Lighting	Required registration plate lamp not fitted, not operational, damaged or obscured or not securely fitted.	A required registration plate lamp is not fitted, or is not operational, works intermittently, flashes, or flickers when tapped, is damaged or obscured or is not securely fitted.	Green 2
5	LN52	Lighting	Registration plate lamp colour other than white or is directly visible from the rear.	A registration plate lamp emits light of a colour other than white, or the light source is directly visible from the rear.	Green 2
LIGHTING PARK/POSITION LIGHTS					
5	LP51	Lighting	No front park/rear tail lamps fitted (during darkness)	A vehicle is operated with no front position (park lights) lamps or no rear position (tail lights) fitted during the hours of darkness	Pink
5	LP52	Lighting	One or more front park lamps not operational (anytime)	A vehicle is operated with one or more front position (park light) lamp not operational at any time	Green 2
5	LP53	Lighting	A front park lamp emits light other than white or amber, is damaged or obscured	A front position (park light) lamp emits light of a colour other than white or amber, is damaged or is fully/partially obscured	Green 2
5	LP54	Lighting	A rear tail lamp is not operational (during darkness) no other rear right lamp operational	A rear position (tail light) lamp not working during the hours of darkness and no other rear right position/side lamp is operational	Pink
5	LP55	Lighting	RH rear tail lamp out at night	Rear position (tail light) lamp/s on rear right hand side of combination or single vehicles not working during the hours of darkness (refer to preamble)	Green
5	LP56	Lighting	LH rear tail lamp/s out at night	Rear position (tail light) lamp/s on left hand side not working during the hours of darkness (refer to preamble) on rear of combination or single vehicles	Green 2
5	LP57	Lighting	Any rear tail lamp emits light other than red/is fully obscured (at night)	A rear position (tail light) lamp emits light of a colour other than red or rear side lamp is fully obscured at night	Green
5	LP58	Lighting	A rear tail lamp is not operating, damaged or fully obscured	A rear position (tail light) lamp is not operational, damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated). Or is partially/fully obscured	Green 2
5	LP59	Lighting	Required cab roof lamp is not fitted	A required cab roof lamp is not fitted	Green
5	LP60	Lighting	Cab roof lamp not operational, not securely fitted, damaged, obscured, emits colour other than amber	A cab roof lamp is not operational, works intermittently, flashes, or flickers when tapped, or is not securely fitted, damaged, (eg the lens is damaged or missing, water is in the lamp, or the reflector is deteriorated), obscured or fitted with an opaque cover. The lamp's light output is affected, or failure of the lamp is imminent (eg a lens is missing or significantly damaged, or water is in the lamp), or emits light of a colour other than amber.	Green 2
LIGHTING REFLECTORS AND REVERSING					
5	LR51	Lighting	No required rear reflectors fitted/ineffective at night - vehicle not visible	Required reflectors are not fitted, or are missing or ineffective during hours of darkness and vehicle is NOT readily visible by other means	Pink
5	LR52	Lighting	Right hand reflector missing/ineffective in darkness	Right hand reflector is missing, obscured or ineffective during hours of darkness NO other lights are operating	Green
5	LR53	Lighting	One required rear reflector fitted, not securely fitted, colour other than red, anytime	Only one of two required rear reflectors is fitted, or is missing or ineffective, or is not securely fitted, or reflects light of a colour other than red at any time.	Green 2
5	LR54	Lighting	More than two reversing lamps fitted	More than two reversing lamps are fitted	Green 2
5	LR55	Lighting	Reversing lamp damaged light source visible	A reversing lamp is damaged, or the light source is visible from the rear, or works intermittently, flashes, or flickers when tapped.	Green 2
5	LR56	Lighting	Reversing lamp or warning operates without reverse gear engaged	A reversing lamp or warning device operates without the reverse gear being engaged.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
MUDGUARDS					
MUDGUARDS					
5	MG51	Mudguards	Mudguards missing/does not comply or mudflaps not fitted (twin tyred axle) to last axle, or detachment is imminent .	Both mudguards are missing or do not comply or both mudflaps are not fitted to a twin tyred last axle, or not securely fitted, i.e a danger to other road users or detachment is imminent from the last axle of a single vehicle or the rear unit of a combination that cannot be mitigated at roadside. Some vehicles exempted refer to VIRM	Pink
5	MG52	Mudguards	One mudguard missing/does not comply or a mudflap not fitted to a twin tyred axle	One mudguard not fitted or does not comply or one mudflap is not fitted over a twin tyred axle or missing from the last axle of a single vehicle or the rear vehicle of a combination that cannot be mitigated at roadside. Some vehicles exempted refer to VIRM	Green
5	MG53	Mudguards	Mudguard or mudflap not effective or loose	A mudguard or mudflap is not effective or loose or partially missing. Some vehicles exempted refer to VIRM	Green 2
STEERING AND SUSPENSION					
STEERING EQUIPMENT					
5	SE51	Steering	Steering box mounting bolts loose	Steering box mounting bolts are loose or missing (does not include normal chassis flexing)	Pink
5	SE52	Steering	Steering wheel excessive movement	Steering wheel movement indicates excessive or unacceptable wear and looseness in steering column components.	Green
5	SE53	Steering	A suspension component is worn affecting steering	Suspension pin, wishbone bearing, flexible bush, kingpin, ball joint, shock absorber strut or bush is worn beyond tolerance that affects the steering.	Green
5	SE54	Steering	Steering column located on left of vehicle's longitudinal centreline, no certification	A steering column is located on the left of a vehicle's longitudinal centreline that has not been certified Refer to VIRM for exemptions.	Pink
5	SE55	Steering	Steering column play/roughness/stiffness, strut upper support bearing/steering column bearing or universal joint worn.	Steering column has minor play or roughness/stiffness in upper support bearing; or play, roughness or tightness in a steering column lower bearing or universal joint	Green 2
STEERING JOINTS					
5	SJ51	Steering	Steering component boot damaged, missing	A steering component boot is damaged or missing	Green 2
5	SJ52	Steering	Drop arm worn imminent failure	Drop arm indicates excessive movement or unacceptable wear and looseness in steering components outside manufacturer's tolerances where failure is imminent.	Pink
5	SJ53	Steering	Drop arm loose	Drop arm indicates movement or wear that maybe outside manufacturer's tolerances.	Green 2
5	SJ54	Steering	Component of steering system not fitted/not securely fitted - detachment imminent/directional control affected, vehicle cannot be operated safely	A component of a steering system is not fitted or not securely fitted, eg a steering rack gaiter is missing, a steering mount is missing; a ball joint nut is loose, missing or not locked; Detachment of the component is imminent, or the directional control of the vehicle is adversely affected so that the vehicle cannot be operated safely	Pink
5	SJ55	Steering	Component of steering system not securely fitted - detachment not imminent	A component of a steering system is not securely fitted, eg; a steering rack gaiter is loose or not properly fitted; or a lock stop is loose or missing. The directional control of the vehicle is not affected and detachment of the component is not imminent	Green 2
5	SJ56	Steering	Steering joint damaged or worn - failure imminent/ directional control affected, vehicle cannot be operated safely	A steering joint is damaged or worn, eg there is damage, incl. cracking, deformation, seizing, corrosion, or unsuitable welding or heat treatment, to; a track rod or drag link end; a steering box or rack housing; a pivot bearing or steering coupling; a wishbone, track control arm or radius rod; a steering rack end; a lock stop; or a power steering system component. Failure of the component is imminent, or the directional control of the vehicle is adversely affected so that the vehicle cannot be operated safely	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	SJ57	Steering	Steering joint damaged or worn -directional control not affected, detachment not imminent	A steering joint is damaged or worn, eg there is damage, incl. cracking, deformation, seizing, corrosion, or unsuitable welding or heat treatment, to a track rod or drag link end; a steering box or rack housing; a pivot bearing or steering coupling; a wishbone, track control arm or radius rod; a steering rack gaiter; a lock stop; or a power steering system component. The directional control of the vehicle is not affected and detachment of the component is not imminent	Green
5	SJ58	Steering	Steering linkage loose imminent failure	Steering components indicate excessive movement or unacceptable wear and looseness in steering linkage outside manufacturer's tolerances and failure is imminent.	Pink
5	SJ59	Steering	Steering linkage loose	Steering linkage indicates excessive movement or unacceptable wear and looseness in steering components outside manufacturer's tolerances.	Green

SUSPENSION SPRINGS AND SHOCKS

5	SS51	Suspension	Load sensing valve lever arm detached	Load sensing valve assembly is loose, leaking or damaged, modified or the lever arm has detached	Green
5	SS52	Suspension	Axle set clearly not load sharing	An axle set is clearly not load sharing eg a balance beam between two dual tyred axles is not of equal length	Green
5	SS53	Suspension	A spring eye or suspension rubber damaged, deteriorating or showing signs of bonding failure - total failure - includes torque rod bushes and mount bolts	A spring eye or suspension rubber shows signs of bonding failure between the rubber and metal elements, (includes torque rod bushes and mount bolts) is significantly damaged or deteriorated so that the operation or retention of the spring is adversely affected - total failure which effects vehicle tracking, not effecting control	Green
5	SS54	Suspension	Bushes and linkages worn - load sensing functionality not adversely affected	Bushes and linkages are worn but load sensing functionality is not adversely affected	Green 2
5	SS55	Suspension	Alloy mount cracked, corroded or damaged	The alloy air bag mount is cracked, corroded or damaged	Green
5	SS56	Suspension	Axle locating device broken or missing - includes loose "U" bolts, axle position displaced	Axle locating device is broken or missing (radius arm, U-bolt, centre bolt, etc). The axle position is displaced or not controlled.	Pink
5	SS57	Suspension	Axle locating device loose - includes loose "U" bolts	Axle locating device loose or worn beyond safe tolerance - failure not imminent.	Green 2
5	SS58	Suspension	Spring slipper box spring not retained	Spring slipper box is worn or broken so that the spring is no longer restrained.	Pink
5	SS59	Suspension	Spring slipper box cracked	Spring slipper box cracked or damaged but the spring is still retained.	Green 2
5	SS60	Suspension	Suspension component not fitted/not securely fitted	A suspension component, including a shock absorber where required, is not fitted or not securely fitted	Pink
5	SS61	Suspension	Shock absorber missing, damaged or leaking excessively (wet or dripping)	A shock absorber is missing, damaged or leaking excessively (must be wet or dripping - misting is normal).	Green
5	SS62	Suspension	Air spring/Air Bag deflated or leaks - bellow strength adversely affected. Laden	An air spring is deflated, leaks, or the strength of a bellow is adversely affected through damage or deterioration and/or abrasion. Protruding, exposed or worn cords and the vehicle is laden	Pink
5	SS63	Suspension	No rebound arrestor	Rebound arrestor is missing	Green 2
5	SS64	Suspension	Air bag damaged/fully deflated - laden	Air bag bellows has obvious external damage - protruding, or worn cords and/or the bag is fully deflated and the vehicle is laden	Pink
5	SS65	Suspension	Air bag damaged or deformed.	Air bag bellows has obvious external damage - protruding, or worn cords, is folded over or deformed or leaking excessively	Green
5	SS66	Suspension	Air bag damaged or fully deflated - unladen	Air bag fully deflated and the vehicle is unladen	Green 2
5	SS67	Suspension	lash limiter missing or profile worn	A lash limiter for the spring is missing or the Profile is worn and it could impact vehicle stability	Green 2
5	SS68	Suspension	Spring not fit for purpose, worn or damaged	A spring is not fit for its purpose. Impact damage on suspension stops may indicate that the springs are too soft. This includes measureable wear beyond manufacturers limits	Green
5	SS69	Suspension	Spring sagged >50mm	A spring is sagged so that the vehicle's ride height on the side of the spring is more than 50mm lower than on the opposite side	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	SS70	Suspension	Spring equaliser damaged, cracked, bushes or housing worn	A spring equaliser has been damaged, is cracked or broken or excessively worn or bushes or housing worn	Pink
5	SS71	Suspension	Leaf spring or coil spring broken, missing or seriously damaged.	Leaf spring(s) are broken more than 1/4 of the leaves in one leaf spring assembly are missing, damaged or cracked or a spring or one of its components is damaged, eg excessively worn, corroded, broken, welded, distorted, or a coil spring(s) broken/missing/damaged.	Pink
5	SS72	Suspension	Support leaf spring broken	A support leaf spring(s) is broken or missing.	Green 2
5	SS73	Suspension	Spring media within an axle set not all of same type	Spring media within an axle set are not all of same type	Green

TOW COUPLINGS AND 5TH WHEEL LEVEL 5

TOW COUPLINGS

5	TC51	Tow couplings and 5th wheel	Bottom Bush more than 4mm wear	Tow coupling bottom bush has more than 4mm wear or other wear outside manufacturer's specifications.	Green 2
5	TC52	Tow couplings and 5th wheel	Go/No-go gauge fits through tow-eye bush thrust faces	Go/No-go gauge passes through the tow-eye bush thrust faces.	Green
5	TC53	Tow couplings and 5th wheel	Hinge pin bolts or bushings worn or loose	Draw bar hinge pin bushings excessively worn or bolts loose. Requires certification (LT400).	Green
5	TC54	Tow couplings and 5th wheel	Tow coupling cracks	Tow coupling any cracks in draw bar, draw beam, or coupling. Where a tow coupling has cracks in the shroud which is a bolt on, non structural component there is no fault. On Ringfedder models where the shroud is a cast structural component cracking/repair is allowed within 50mm of the lip on the leading edge (refer manufacturer's technical date). Requires certification (LT400).	Pink
5	TC55	Tow couplings and 5th wheel	Tow couplings mismatched	Tow couplings mismatched (40mm vs. 50mm).	Pink
5	TC56	Tow couplings and 5th wheel	Base plate wear pad or underside of toweye worn more than 4mm	Draw bar base plate wear pad or underside of toweye worn more than 4mm.	Green 2
5	TC57	Tow couplings and 5th wheel	Drop bolt pin blockage prevents secondary system locking	Foreign material in bottom recess for drop bolt pin preventing secondary system locking.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	TC58	Tow couplings and 5th wheel	Go/No-go gauge fits over drop bolt raised section	Go/No-go gauge fits over drop bolt pin raised section.	Green
5	TC59	Tow couplings and 5th wheel	Tow coupling loose - nut loose or split pin missing	Tow coupling retainer nut loose or split pin missing.	Pink
5	TC60	Tow couplings and 5th wheel	Mounting bolts loose - more than one per side	Mounting bolt loose more than one per side (includes 5th wheel, drawbar, and drawbeam side plates).	Pink
5	TC61	Tow couplings and 5th wheel	Mounting bolt loose - one per side	Mounting bolt loose one per side (includes 5th wheel, drawbar, and drawbeam side plates).	Green 2

DRAWBAR/ DRAWBEAM

5	TD51	Tow couplings and 5th wheel	Drawbeam, drawbar or towing connection not certified	A drawbeam, drawbar or towing connection is not certified as required or has expired	Pink
5	TD52	Tow couplings and 5th wheel	Drawbeam/towing connection damaged or not securely fitted - risk of failure in use	A drawbeam is not securely fitted to the vehicle, a towing connection is not securely fitted to the drawbeam, or a drawbeam or towing connection is damaged or cracked. The integrity of the drawbeam or towing connection is significantly compromised and there is an immediate risk of failure if the towing connection is utilised irrespective of whether it is currently in use. Requires certification (LT400).	Pink
5	TD53	Tow couplings and 5th wheel	Drawbeam/towing connection damaged or not securely fitted - no immediate risk of failure	A drawbeam is not securely fitted to the vehicle, a towing connection is not securely fitted to the drawbeam, or a drawbeam or towing connection is damaged or cracked. The integrity of the drawbeam or towing connection may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green
5	TD54	Tow couplings and 5th wheel	Cert. plates missing or illegible	Draw beam or draw bar certificate plates missing or illegible. Requires certification (LT400).	Green 2
5	TD55	Tow couplings and 5th wheel	Drawbeam or towing connection certification expired, not on CoL	A drawbeam or towing connection has an expired, invalid or incorrect certification label or document or it is not recorded on the COL.	Pink
5	TD56	Tow couplings and 5th wheel	Drawbar not certified or certification expired or incomplete	A drawbar is not certified as required or its certification has expired, is invalid, illegible, incomplete, incorrect, or certification is not recorded on the CoL Requires certification (LT400).	Green
5	TD57	Tow couplings and 5th wheel	Drawbar damaged/not securely fitted - immediate risk of failure	A drawbar is damaged or not securely fitted to the vehicle, the integrity of the drawbar is significantly compromised and there is an immediate risk of failure. Requires certification (LT400).	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	TD58	Tow couplings and 5th wheel	Drawbar damaged/not securely fitted - no immediate risk of failure	A drawbar is damaged or not securely fitted to the vehicle, the integrity of the drawbar may be compromised but there is no immediate risk of failure. Requires certification (LT400).	Green
5	TD59	Tow couplings and 5th wheel	Draw bar deformed	Draw bar deformed, dented, bent, crushed or damaged > 7mm. Requires certification (LT400).	Pink
5	TD60	Tow couplings and 5th wheel	Retractable or telescopic draw bar locking pin and end stop missing	Retractable or telescopic draw bar locking pin missing from pole drop pin and end stop missing. Requires certification (LT400).	Pink
5	TD61	Tow couplings and 5th wheel	Retractable or telescopic draw bar end stop missing	Retractable or telescopic draw bar end stop missing but locking pin fitted to pole drop pin. Requires certification (LT400).	Green
5	TD62	Tow couplings and 5th wheel	Retractable draw bar locking pin or retaining device missing	Retractable draw bar locking pin or retaining device missing from pole drop pin and end stop in place. Requires certification (LT400).	Green
5	TD63	Tow couplings and 5th wheel	Draw bar hinge pin bolt/nut missing	A draw bar hinge pin bolt or nut is missing.	Pink
5	TD64	Tow couplings and 5th wheel	Draw bar or beam pivot/bush clearance 1/8 of pin diameter	The drawbar hinge assembly pivot/bush clearance exceeds 1/8 of pin diameter	Green 2
5	TD65	Tow couplings and 5th wheel	Draw bar ground contact prevention device missing/damaged	The draw bar ground contact prevention device is missing or damaged preventing its operation.	Green 2

TOWEYE

5	TE51	Tow couplings and 5th wheel	Towing eye worn, welded or heat treated in a way not permitted by manufacturer	A towing eye is worn when measured with Go-No Go gauge or is repaired, welded or heat treated in a way not permitted by the manufacturer. Requires certification (LT400).	Pink
5	TE52	Tow couplings and 5th wheel	"Bolt in type Tow-eye loose in draw bar, If there is any sign of it being loose (eg fretting, shiny, rusting etc) the tow-eye and nut must be replaced"	Any play in a bolted tow-eye. If there is any sign of it being loose (eg fretting, shiny, rusting etc) the tow-eye and nut must be replaced. When the tow-eye and nut is replaced, the nut must be torqued to the manufacturer's recommendation (including a greased thread) and then if necessary taken to the next castellation. Following initial installation the nut should be re-torqued at the lesser of 5000km or as directed by the manufacturer. If it moves it must be re-torqued. Note: this is the only time that re-tightening is permitted.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	TE53	Tow couplings and 5th wheel	Tow-eye bent >5mm	There is a bend in a tow-eye greater than 5mm in any plane. Requires certification (LT400).	Pink
5	TE54	Tow couplings and 5th wheel	Tow-eye bush missing	Tow-eye bush missing. Requires certification (LT400).	Pink
FIFTH WHEEL					
5	TF51	Tow couplings and 5th wheel	Fifth wheel not certified	A fifth wheel is not certified for compliance with NZS5450	Pink
5	TF52	Tow couplings and 5th wheel	Fifth wheel damaged/not securely fitted - risk of failure, in use	A fifth wheel is damaged or not securely fitted to the vehicle. The integrity of the fifth wheel is significantly compromised, there is an immediate risk of failure, and the fifth wheel is in use. For example, Mounting to frame, mounting plates & pivot brackets:>20% of fasteners on either side are missing or ineffective; sliders: >25% of latching fasteners on either side are missing or ineffective; there is >10mm horizontal movement between pivot bracket pin and bracket, or between slider bracket and slider base; there are cracks through >20% of original welds or parent metal; the top plate is cracked or broken.	Pink
5	TF53	Tow couplings and 5th wheel	Fifth wheel damaged/not securely fitted - no risk of failure, not in use	A fifth wheel is damaged or not securely fitted to the vehicle. The integrity of the fifth wheel may be compromised but there is no immediate risk of failure, and the fifth wheel is not in use	Green 2
5	TF54	Tow couplings and 5th wheel	Fifth wheel not maintained as required	A fifth wheel is not maintained as required	Green 2
5	TF55	Tow couplings and 5th wheel	5th wheel locking mechanism - primary or secondary not engaging correctly	5th wheel primary or secondary locking mechanism or latch not engaged.	Pink
5	TF56	Tow couplings and 5th wheel	5th wheel mounting bolts or fasteners missing	5th wheel has any missing mounting bolts or fasteners.	Pink
5	TF57	Tow couplings and 5th wheel	5th wheel no 'stop' to prevent disconnection	5th wheel does not have a 'stop' fitted to prevent accidental disconnection (adjustable sliding type). Requires certification (LT400).	Pink
5	TF58	Tow couplings and 5th wheel	A fifth wheel or kingpin skid plate cert not on COL	A fifth wheel or kingpin skid plate certification is not recorded on the COL	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
KINGPIN					
5	TK51	Tow couplings and 5th wheel	50mm kingpin not certified	A 50mm kingpin is not certified for compliance with NZS5451	Green
5	TK52	Tow couplings and 5th wheel	Kingpin damaged/corroded/not securely fitted - risk of failure	A kingpin is damaged including corrosion, not securely fitted to the vehicle, or not properly connected to the fifth wheel of the towing vehicle, the integrity of the kingpin or kingpin-fifth wheel connection is significantly compromised and there is an immediate risk of failure	Pink
5	TK53	Tow couplings and 5th wheel	Kingpin damaged/corroded/not securely fitted - no risk of failure	A kingpin is damaged including corrosion not securely fitted to the vehicle, or not properly connected to the fifth wheel of the towing vehicle, the integrity of the kingpin or kingpin-fifth wheel connection may be compromised but there is no immediate risk of failure	Green
TURNTABLES					
5	TT51	Ball-race turntables	Ball-race turntable cracked	A ball-race turntable has any cracking around the circumference of upper or lower ring. Requires certification (LT400).	Pink
5	TT52	Ball-race turntables	Ball-race turntable damaged/not securely fitted - immediate risk of failure	A ball-race turntable is excessively damaged, worn or not securely fitted to a vehicle, the integrity of the ball-race turntable is significantly compromised and there is an immediate risk of failure. Requires certification (LT400).	Pink
5	TT53	Ball-race turntables	Ball-race turntable damaged/not securely fitted - no immediate risk of failure	A ball-race turntable is damaged, worn or not securely fitted to a vehicle, the integrity of the ball-race turntable may be compromised but there is no immediate risk of failure.	Green
5	TT54	Ball-race turntables	Ball-race turntable bolts loose - more than 25% or 3	A ball race turntable bolts loose - More than 3 or more than 2 in a quadrant, or more than 25%.	Pink
5	TT55	Ball-race turntables	Ball-race turntable bolts loose - up to 25% (max 3)	A ball-race turntable bolts loose - Lesser of 25% to a maximum of 3 or a maximum of 2 in a quadrant.	Green
5	TT56	Ball-race turntables	Ball-race turntable missing more than 1 bolt or shows cracks through bolt holes	A ball-race turntable is missing more than one bolt or is cracked through more than one bolt hole.	Green
5	TT57	Ball-race turntables	Ball-race turntable missing 1 bolt or shows a crack through bolt hole	A ball-race turntable is missing one bolt or is cracked through one bolt hole but others are tight.	Green 2
5	TT58	Ball-race turntables	Ball-race turntable fasteners loose (other)	A ball-race turntable has any loose fasteners not in other categories.	Green 2
5	TT59	Ball-race turntables	Ball-race turntable mounting flange is cracked	A ball-race turntable mounting flange is cracked. Requires certification (LT400).	Pink
5	TT60	Ball-race turntables	Ball-race turntable contact between top and bottom plates	A ball-race turntable shows evidence of contact between top and bottom mounting bolts or plates.	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
VISION					
VISION GLAZING					
5	VG51	Vision	Windscreen not fitted or damaged in CVA compromising driver's vision/structural strength/windscreen wiper operation	A windscreen is not fitted or has damage in the CVA. The damage or subsequent repairs significantly impairs the driver's vision or compromises the strength of the glazing or the vehicle structure or the operation of the windscreen wipers	Pink
5	VG52	Vision	Windscreen not securely fitted	Windscreen is insecure either due to major deterioration, loss of its rubber beading or the bonding material or a major corrosion of the windscreen frame that extends to more than 1/3 of the windscreen circumference.	Green
5	VG53	Vision	W/screen insecure for <1/3 circumference	Windscreen is insecure either due to major deterioration or loss of its rubber beading or the bonding material, or a major corrosion of the windscreen frame that extends to less than 1/3 of the windscreen circumference.	Green 2
5	VG54	Vision	Windscreen not made of laminated glass. Any other glazing not made of safety glass or glazing does not comply with approved Standards/trade name	A windscreen is not made of laminated glass, or any other piece of glazing is not made of safety glass or does not comply with an approved standard or trade name	Green
5	VG55	Vision	Windscreen tinted or overlay fitted - overall VLT <35% in CVA	A windscreen is fitted with a tinted overlay that reduces the overall VLT to <35% in the Critical Vision Area	Green
5	VG56	Vision	Windscreen VLT 35% - 70%	A windscreen has a VLT between 35% & 70%	Green 2
5	VG57	Vision	Side or rear glazing damaged - safety risk	Any piece of side or rear glazing that is damaged significantly compromising the strength and poses a safety risk.	Pink
5	VG58	Vision	Side or rear glazing damaged, not secure, does not comply with approved standard,	A piece of side or rear glazing is damaged, or not securely fitted or does not comply with an approved standard or trade name	Green 2
5	VG59	Vision	Glazing modification (not tinting) does not comply with applicable requirements; does not compromise strength of glazing or affect other road users	A modification to a piece of glazing (other than tinted overlay) does not comply with applicable requirements, but does not compromise the strength of the glazing or affect other road users	Green 2
5	VG60	Vision	W/screen sticker, overlay, attachment or mesh reduces driver's vision	Windscreen has a sticker or overlay, or any attachment to the mesh or stone guard, which noticeably reduces the driver's vision.	Green
5	VG61	Vision	Wire mesh windscreen guard does not comply	A wire mesh windscreen stone guard extends higher than the top of the steering wheel and is more than 225mm above the bottom of the windscreen, its mesh size is less than 12mm, or there is no space between the stone guard and the windscreen.	Green 2
5	VG62	Vision	Overlay applied along lower windscreen above highest point of the steering wheel	An overlay is applied along lower edge of windscreen above the highest point of the steering wheel in the uppermost position.	Green 2
VISION MIRRORS					
5	VM51	Vision	Rear-view mirror not securely fitted, detachment imminent	A rear-view mirror is not securely fitted. Detachment is imminent	Green
5	VM52	Vision	Rear-view mirror not securely fitted, detachment not imminent	A rear-view mirror is not securely fitted. Detachment is not imminent	Green 2
5	VM53	Vision	RHS rear vision mirror not usable or a required RV mirror is not fitted	Right-hand side rear vision mirror is missing or mirror glass is broken or otherwise damaged.	Green 2
5	VM54	Vision	LHS rear vision mirror damaged	Left-hand side rear vision mirror is cracked, damaged or insecure, which reduces the driver's vision through the mirror.	Green 2
5	VM55	Vision	Required rear-view mirror not fitted	A required rear-view mirror is not fitted.	Green
5	VM56	Vision	Rear-view mirror does not provide driver with adequate view to rear of vehicle/load/trailer or is not adjustable	A rear-view mirror does not provide the driver with an adequate and clear view to the rear of the vehicle and, if applicable, its load and any trailer and its load or is not adjustable or does not maintain its adjustment.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
VISION VISORS					
5	VV51	Vision	Required sun visor not fitted	A required sun visor is not fitted, not operational or "effective" or is not securely fitted and detachment is imminent.	Green
5	VV52	Vision	Sun visor not securely fitted, detachment not imminent	A sun visor cannot be adjusted from the driver's seat, is not securely fitted but detachment is not imminent or is in a position that partially or fully impedes the driver's vision and cannot be rectified immediately by the driver if requested to do so.	Green 2
VISION WASH AND WIPE					
5	VW51	Vision	Windscreen wiper is not fitted, not operational or not secure and its raining	A windscreen wiper is not fitted on a vehicle required to be fitted with a windscreen wiper system or a fitted windscreen wiper is not operational or detachment of the wiper is imminent or it is not capable of clearing the windscreen in front of the driver and the vehicle is operated in rain.	Pink
5	VW52	Vision	Windscreen wiper not fitted, not operational, loose or damaged	A windscreen wiper is not fitted on a vehicle required to be fitted with a windscreen wiper system or a fitted windscreen wiper is not operational or it is loose/damaged and it is not effectively clearing the windscreen in front of the driver	Green 2
TYRES AND WHEELS					
WHEEL HUB					
5	WH51	Wheels and tyres	Wheel bearing noisy or excessively loose	A wheel bearing is noisy, rough, worn or excessively loose beyond the OE manufacturer's limits	Pink
5	WH52	Wheels and tyres	Wheel bearing loose - requires adjustment	A wheel bearing appears loose beyond the manufacturer's limits and is not noisy	Green 2
5	WH53	Wheels and tyres	Wheel nuts loose/missing or studs damaged/missing - safety risk	More than 2 wheel nuts loose or missing or more than 2 wheel studs are damaged or missing on any wheel. Safety risk exists	Pink
5	WH54	Wheels and tyres	1 wheel nut loose/missing, 1 stud damaged/missing	A wheel nut is loose or missing or a wheel stud is damaged or missing	Green 2
TYRES					
5	WT51	Wheels and tyres	Tyre profile mismatched (vehicle laden) Not Ag vehicle	Tyre profiles on a common axle are of a different size or construction and the vehicle is laden. Does not apply to Ag vehicles	Green
5	WT52	Wheels and tyres	Tyre profile mismatch (vehicle unladen) Not Ag vehicle	Tyres on a common axle of a vehicle are of different size or construction and the vehicle is unladen. Does not apply to Ag vehicles	Green 2
5	WT53	Wheels and tyres	Incorrect tyre size for rim	A tyre is not of the correct size for the rim to which it is fitted	Pink
5	WT54	Wheels and tyres	Tyre load capacity insufficient	The load capacity of a tyre is insufficient. Based on the vehicle's VDAM weight limit or CoL load rating.	Green 2
5	WT55	Wheels and tyres	Directional tyre fitted in wrong direction	A directional tyre is fitted against the direction indicated on the tyre	Green 2
5	WT56	Wheels and tyres	Fitted with tyre not intended for use on road	A tyre is fitted that is not intended for use on public roads or with the vehicle to which it is fitted eg a tyre is clearly marked "not for highway use", "for racing purposes only", or "for trailer use only" (if used on a vehicle other than a trailer).	Pink
5	WT57	Wheels and tyres	Tread insufficient, Steering axle or both tyres in dual set - operated in rain	A vehicle is fitted with a tyre on a steering axle or both tyres in a dual tyre set that does not have a tread depth of at least 1.5mm within all principal grooves containing moulded tread depth indicators and is operated in the rain.	Pink
5	WT58	Wheels and tyres	Tread insufficient, any other tyres - not operated in rain	A vehicle is fitted with a tyre that is not on a steering axle and does not have a tread depth of at least 1.5mm within all principal grooves containing moulded tread depth indicators and is not operated in the rain.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	WT59	Wheels and tyres	Tyre not correctly inflated - operation/control affected	A tyre is not correctly inflated (the tyre is flat) and the incorrect pressure adversely affects the operation or control of the vehicle	Pink
5	WT60	Wheels and tyres	Tyre not correctly inflated - operation/control not affected	A tyre is not correctly inflated (the tyre is flat) but the incorrect pressure does not adversely affect the operation or control of the vehicle.	Green 2
5	WT61	Wheels and tyres	A tyre is damaged - operation affected and/or failure imminent	A tyre shows a lump or bulge, a cut reaching the body cords or exceeding 25mm in length, or other significant damage, and failure of the tyre is imminent or the vehicle cannot be operated safely.	Pink
5	WT62	Wheels and tyres	A tyre is damaged/imbedded object - operation not affected	A tyre shows a lump or has an imbedded object or bulge or has a cut reaching the body cords or that exceeds 25mm in length, or other significant damage, but operation of the vehicle is not adversely affected and failure is not imminent.	Green 2
5	WT63	Wheels and tyres	Tyre string repair from outside	A tyre is repaired using a string repair from the outside.	Green 2
5	WT64	Wheels and tyres	Re-grooved tyre not intended to be re-grooved	A re-grooved tyre is not intended to be re-grooved	Pink
5	WT65	Wheels and tyres	Re-grooved tyre on vehicle used at speeds above 50 kph	A re-grooved tyre is not intended to be re-grooved, or is fitted to a vehicle that is used at speeds above 50 kph but not covered by an exemption	Pink
5	WT66	Wheels and tyres	Tyre contact with body or frame	Tyre(s) show evidence of sustained running contact with body, frame, chassis, suspension, etc also refer to suspension section.	Green
5	WT67	Wheels and tyres	Tyre delaminating - tread area (retread)	Tyre delaminating in tread area of a retread.	Pink
5	WT68	Wheels and tyres	Cord damage steering axle	Cord(s) are damaged on a steering axle tyre.	Pink
5	WT69	Wheels and tyres	Cord damage non-steering axle - not in tread block	Cord(s) are damaged on a non-steering axle tyre.	Green
5	WT70	Wheels and tyres	Cord damage non-steering axle - in tread block	Cord(s) are damaged on a non-steering axle tyre showing in the "tread block" area. Requires tyre specialist inspection.	Green 2
5	WT71	Wheels and tyres	Side wall bulge	Sidewall has a bulge protruding greater than 10mm high.	Pink
5	WT72	Wheels and tyres	Side wall bulge	Sidewall has a bulge protruding no greater than 10mm high.	Green 2
5	WT73	Wheels and tyres	Side wall unzipping	Side wall unzipping/split and cords damaged.	Pink

WHEELS

5	WW51	Wheels and tyres	Alloy or steel rim damaged - operation affected and/or failure imminent	An alloy or steel rim is damaged, cracked or distorted, or there is damage to mounting flange i.e elongated stud holes, and failure or the rim is an imminent safety risk	Pink
5	WW52	Wheels and tyres	Alloy or steel rim has minor damage - operation not affected	An alloy or steel rim is damaged or distorted, or there is damage to mounting flange where there is no imminent safety risk	Green 2
5	WW53	Wheels and tyres	Spare wheel or carrier not securely fitted - detachment imminent	A spare wheel or carrier is not securely fitted to the vehicle or the securing mechanism is in poor condition, missing, damaged or modified (requires LT400), and detachment is imminent.	Pink
5	WW54	Wheels and tyres	Spare wheel or carrier not securely fitted - detachment not imminent	A spare wheel or carrier is not securely fitted to the vehicle or the securing mechanism is damaged or modified (requires LT400) but detachment is not imminent.	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
PSV DEFECTS					
PSV BRAKES					
Note: PSV defects are in addition to general requirements contained in the CoD					
5	PB51	PSV brakes	Adjustment out - 1 brake PSV laden	PSV is laden and has one brake outside adjustment specified in COF/ manufacturers standard	Pink
5	PB52	PSV brakes	Adjustment out - 1 brake PSV unladen	PSV is unladen and has one brake outside adjustment specified in COF/ manufacturers standard	Green 2
5	PB53	PSV brakes	Air pressure build up slow - PSVs 1.5 mins	PSVs: Air pressure build up is slow. The compressor does not raise system pressure to the point where the compressor unloads before 1.5 minutes: starting from the pressure the system is at after carrying out 5 full service brake applications as required in the reservoir capacity requirements above	Green
PSV CAB AND COMPARTMENT					
5	PC51	PSV cab, chassis and body	Folding seat for passengers obstructive	A folding seat for passengers in a heavy PSV does not comply with applicable requirements because the seat is fitted in the stairwell in front of the front axle, there is no unobstructed doorway in front of the axle, or the seat cannot be secured when in use or when folded away	Pink
5	PC52	PSV cab, chassis and body	Folding crew/passenger seat does not fold away/cannot be secured, signage not fitted	A folding seat for crew members or passengers does not comply with applicable requirements because the seat does not fold away automatically when unoccupied or cannot be secured in the fold-away position, or a sign identifying the seat as a crew seat and advising that the seat must be secured in the fold-away position when not in use is not affixed. does not apply if the seat retracts automatically	Green 2
5	PC53	PSV cab, chassis and body	Driver's seat cannot be adjusted	A driver's seat cannot be adjusted	Green 2
5	PC54	PSV cab, chassis and body	Seat fitted to left of driver's seat - encroaching in operating space	A seat is fitted to the left of the driver's seat and there is encroachment into the driver's operating space	Pink
5	PC55	PSV cab, chassis and body	Seat or seat spacing dimensions do not comply	A seat or the spacing of seats does not comply with dimensional requirements. Refer to VIRM.	Green 2
5	PC56	PSV cab, chassis and body	Vehicle body not securely fitted to chassis	The body of a chassis type vehicle is not securely fitted to the chassis	Pink
5	PC57	PSV cab, chassis and body	No passenger ventilation system, window/roof openings not easily opened/closed	A ventilation system is not fitted for passengers. Window or roof openings cannot easily be opened and closed, or forced ventilation not working (fans)	Green 2
5	PC58	PSV cab, chassis and body	No independent driver ventilation system	An independent ventilation system is not available for the driver. Ventilation may be by way of window or roof openings, or by forced ventilation (fans)	Green 2
5	PC59	PSV cab, chassis and body	Demisting system not fitted/not effective	A vehicle is not fitted with a demisting system for the windscreen and the front side windows, or system is not effective	Green
5	PC60	PSV cab, chassis and body	Dangerous fittings or protrusions	There are fittings or protrusions in the passenger compartment that could cause injury to occupants	Green

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	PC61	PSV cab, chassis and body	Open-bodied vehicle no permanent frame to protect occupant in a rollover	A vehicle does not have a permanent frame to provide occupant protection in a rollover. Applies after 1 July 2001. A side wall of an open-bodied vehicle does not extend at least 450mm above the uncompressed seat cushion	Pink
5	PC62	PSV cab, chassis and body	Excessive corrosion around window or door frames	A PSV body has excessive corrosion around any side window, rear window or door aperture	Green
5	PC63	PSV cab, chassis and body	Required panel, guard rail or arm rest/padding is not fitted	A required panel, guard rail or arm rest or required padding is not fitted. See VIRM	Green 2
5	PC64	PSV cab, chassis and body	Large PSV - fire extinguisher not fitted/not operational	A PSV with more than 12 seating positions is not fitted with a fire extinguisher, or the fire extinguisher is not operational. Double-decker buses and articulated buses require at least two fire extinguishers, one in each compartment.	Green
5	PC65	PSV cab, chassis and body	Fire extinguisher not fitted near the driver or not clearly visible	A required fire extinguisher is not fitted near the driver or is not clearly visible to passengers or does not have sufficient clear signage directing passengers to it.	Green 2
5	PC66	PSV cab, chassis and body	Fire extinguisher not certified, maintained, appropriate size	A required fire extinguisher is not properly maintained (eg the extinguisher is not sealed, not inspected as required, or not fitted with operating instructions) or is not of a size and type appropriate for the vehicle, taking into consideration the vehicle's construction materials and the fuel used by the vehicle	Green 2

PSV DRIVELINE

5	PD51	PSV driveline	Drive shaft surround missing, damaged, does not surround the drive shaft.	A drive shaft retention device missing or damaged or the surround does not surround the drive shaft or would not prevent the drive shaft from striking the ground, chassis or floor.	Green
5	PD52	PSV driveline	Engine mount cracked, broken, affected by oil	An engine mount has cracked or broken away or has been affected by an oil leak (soft)	Green

PSV ENTRANCE/EXIT

5	PE51	PSV cab, chassis and body	No door on LHS	No door fitted on the LHS. Does not apply to outdoor access vehicles and vehicles fitted with special features for the disabled. Not apply to disability vehicles.	Pink
5	PE52	PSV cab, chassis and body	Heavy PSV passenger doorway on RHS or rear of vehicle	A heavy PSV is provided with a passenger doorway on the right hand side or the rear of the vehicle	Pink
5	PE53	PSV cab, chassis and body	Doorway obstructed or < 550mm wide	A doorway is obstructed or < 550mm wide. Obstruction must be removed.	Green 2
5	PE54	PSV cab, chassis and body	Door locks automatically	A door locks automatically when it closes - or vehicle is moving.	Pink
5	PE55	PSV cab, chassis and body	Incorrect door closing force	The closing force of a power-operated door is insufficient or excessive	Green 2
5	PE56	PSV cab, chassis and body	Door open warning device not fitted/not operational	A device warning the driver if a door (other than a door alongside the driver) is not properly closed is not fitted or not operational. Except if fitted with an activated child safety lock, and for vehicles carrying legally detained persons.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	PE57	PSV cab, chassis and body	Emergency door not operational, controls cannot be operated, emergency door signs not affixed	Emergency door cannot be operated from the inside or the outside of the vehicle, door controls are not operational. Or inside or outside emergency door signs are not affixed to dedicated exits	Pink
5	PE58	PSV cab, chassis and body	Emergency door control instructions not affixed	Inside or outside emergency door control instructions are not affixed	Green 2
5	PE59	PSV cab, chassis and body	Insufficient number of emergency exits, does not comply with dimensional requirements	A vehicle does not have the required number of emergency exits or does not comply with dimensional requirements.	Pink
5	PE60	PSV cab, chassis and body	Emergency exit not readily accessible/difficult to operate	An emergency exit is not readily accessible or is difficult to operate or its operation requires excessive force.	Green
5	PE61	PSV cab, chassis and body	Emergency exit opens inwards or is hinged on rear edges	A dedicated emergency exit opens inwards or if hinged and fitted on either side of the vehicle, is hinged on its rear edges	Pink
5	PE62	PSV cab, chassis and body	Locking emergency exit - no warning device	A dedicated emergency exit equipped with locks does not have a device fitted warning the driver that the exit is locked when the vehicle's engine is running.	Pink
5	PE63	PSV cab, chassis and body	Emergency exit window modified - affects operation of exit	An emergency exit window is modified so it adversely affects the operation of the emergency exit, (eg the emergency window is covered with an interior or exterior overlay or advertising or branding material) the window must be able to be broken easily if needed, best practice is to have a minimum 2-6mm wide gap between the overlay and glass edge or bonded edge.	Pink
5	PE64	PSV cab, chassis and body	Emergency exit window has no special-purpose hammer fitted	A dedicated emergency exit window intended to be broken in an emergency does not have a special-purpose device fitted on or near to the window.	Pink
5	PE65	PSV cab, chassis and body	Emergency exit window special-purpose hammer tampering alarm not fitted/not operational, or operating instructions missing	Dedicated emergency exit window alarm warning the driver of any tampering with the emergency exit window special-purpose hammer is not fitted or not operational. Not required for button type hammers. Instructions relating to the operation of the dedicated emergency exit window special-purpose hammers are not fitted.	Green 2
5	PE66	PSV cab, chassis and body	Heavy PSV step or ramp not fitted or non-compliant	A heavy PSV is not fitted with a required step or ramp(1), or a required step or ramp does not comply with dimensional requirements(2) due to recent and obvious modifications since last COF. Refer to VIRM for details.	Green
5	PE67	PSV cab, chassis and body	Step or ramp missing or damaged, significant safety risk	A step or ramp is not structurally sound, not securely fitted, missing, not operational, damaged or deteriorated, and there is significant safety risk in entering or leaving the vehicle	Pink
5	PE68	PSV cab, chassis and body	Vehicle can be operated with a retractable step extended	A PSV can be operated with a retractable step extended, alarm not active	Pink
5	PE69	PSV cab, chassis and body	A power-operated retractable step can be operated with a person standing on the step	A power-operated retractable step can be operated with a person standing on the step	Green
5	PE70	PSV cab, chassis and body	A power-operated retractable step does not retract fully	A power-operated retractable step protrudes >50mm beyond the body line of the vehicle when retracted	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	PE71	PSV cab, chassis and body	Doorway, step, ramp or aisle not adequately illuminated	A doorway, step, ramp or aisle is not fitted with an interior lamp or the interior lamp fitted is not operational or does not provide adequate illumination	Green 2
5	PE72	PSV cab, chassis and body	Holds or grips not fitted/comply	Holds or grips are not fitted or do not comply with requirements i.e modified/repared	Green 2
5	PE73	PSV cab, chassis and body	Aisle not available/obstructed by a permanent fitting, does not comply	A required aisle is not available or is obstructed by a permanent fitting or does not comply with dimensional requirements. Please check VIRM	Pink
5	PE74	PSV cab, chassis and body	Aisle steps, ramps, landings or handrails faulty, worn/missing non-slip tread surfaces - risk of slipping	Aisle steps, ramps, landings or handrails are faulty or loose or step does not have non-slip tread surfaces or the non-slip surfaces are worn, and there is a risk of people slipping (eg in wet conditions)	Green 2
5	PE75	PSV cab, chassis and body	Emergency communication system not fitted/not operational	A vehicle in which communication between passengers and the driver is restricted does not have a system for communication in emergencies fitted or a fitted system is not operational	Green 2
5	PE76	PSV cab, chassis and body	Entrance and emergency door signage incomplete or insufficient	An entrance or emergency exit door signage is missing or is illegible or does not meet requirements and is too small, incorrect colour or incomplete.	Green 2
5	PE77	PSV cab, chassis and body	Seat fitting obstructive	The fitting of a seat obstructs the view of the driver or restricts access to an emergency exit or the movement of passengers	Pink

PSV FUEL SYSTEM

5	PF51	PSV cab, chassis and body	Fuel tank not fitted with a fuel venting valve	A fuel tank is not fitted with a fuel venting valve that releases any pressure without fuel overflowing and prevents fuel spillage, even in the event of a rollover. Only applies after July 2000	Green 2
5	PF52	PSV cab, chassis and body	Fuel cap seals damaged or not effective	Fuel cap seals are damaged or not effective as indicated by fuel spill traces	Green 2

PSV LOAD ANCHORAGES

5	PL51	PSV load anchorages	No luggage containment facilities - risk of injury by loose items or freight	A vehicle carrying large or heavy items of luggage or freight is not fitted with appropriate containment facilities such as under floor lockers or cargo barriers, and there is a significant risk of occupants being injured by loose items of luggage or freight, eg in the event of an emergency stop or an accident.	Pink
5	PL52	PSV load anchorages	No luggage containment facilities - no risk of injury	A vehicle carrying large or heavy items of luggage or freight is not fitted with appropriate containment facilities such as under floor lockers or cargo barriers, but there is no significant risk of injury.	Green 2
5	PL53	PSV load anchorages	Roof rack not rated and certified - loaded	A roof rack is not rated and certified by an NZTA approved certifier and roof rack is loaded. Requires certification (LT400). Note: This does not include light bars.	Pink
5	PL54	PSV load anchorages	Roof rack not rated and certified - unloaded	A roof rack is not rated and certified by an NZTA approved certifier but roof rack is not loaded. Requires certification (LT400).	Green 2
5	PL55	PSV load anchorages	Roof rack insecure - detachment imminent	A roof rack is not securely fitted and detachment is imminent	Pink
5	PL56	PSV load anchorages	Roof rack insecure - unlikely to detach	A roof rack is not securely fitted but unlikely to detach.	Green 2

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	PL57	PSV load anchorages	Roof rack missing compliance plate or required compliance plate information	A roof rack is not fitted with a compliance plate or a compliance plate that does not contain the required information. Requires manufacturers plate.	Green
5	PL58	PSV load anchorages	Reference to roof rack not on CoL	A roof rack is fitted and there is no reference to the roof rack on the Certificate of Loading.	Green
PSV OTHER					
5	PO51	PSV electrical system	Trolley bus electrical system damaged, passengers are carried	A trolley bus high voltage electrical system is damaged so that there is a risk of shock to occupants	Pink
5	PO52	PSV electrical system	Electrical system damaged, risk of mechanical damage	Any part of the electrical system is not properly fitted or protected so that there is a risk of mechanical damage, or damage from heat, water, oil or fuel	Pink
5	PO53	PSV electrical system	Electrical system damaged, passengers not carried	An electrical system is damaged but passengers are not carried	Green 2
5	PO54	PSV fluid leaks	Excessive fluid leaks from any source - engine compartment	Excessive fluid leaks from any source within the engine compartment, contamination or loose trim, insulation or sound deadening which may create or support combustion	Pink
5	PO55	PSV fluid leaks	Build up in engine compartment	Minor leaks from any source, build up of debris or litter within the engine compartment	Green 2
5	PO56	PSV cab, chassis and body	Exhaust system does not comply with applicable requirements	An exhaust system does not comply with applicable requirements because the tail pipe outlet or any part of the exhaust system poses a risk of passengers or other road users being burnt	Green 2
5	PO57	PSV exhaust system	Exhaust system exits on LHS	The exhaust system exits on left hand side of the vehicle	Pink
PSV SUSPENSION					
5	PS51	PSV suspension	Suspension safeguard (if fitted) or mounting detachment imminent	A suspension safeguard, if one is fitted or its mounting is damaged and detachment is imminent or there is a broken spring	Green
5	PS52	PSV suspension	Suspension safeguard (if fitted) or mounting damaged	A suspension safeguard, if one is fitted or its mounting is damaged, eg insecure, bent, cracked, corroded or otherwise weakened but the spring is secure	Green 2
PSV TOW COUPLINGS					
5	PT51	PSV only tow couplings and 5th wheels	Tow bar not certified to applicable standard - Towing	A tow bar is not certified for compliance with the applicable NZ standard and the vehicle is towing. Note must have cert plate but expiry date no longer required	Pink
5	PT52	PSV only tow couplings and 5th wheels	Tow bar not certified to applicable standard - Not towing	A tow bar is not certified for compliance with the applicable NZ standard and the vehicle is not towing. Note must have cert plate but expiry date no longer required	Green 2
5	PT53	PSV only tow couplings and 5th wheels	Tow bar or coupling in a poor/dangerous condition - towing	A tow bar or coupling is in a poor or dangerous condition and the vehicle is towing	Pink

LEVEL	CODE	AREA	SHORT DESCRIPTION	LONG DESCRIPTION	RISK CATEGORY
5	PT54	PSV only tow couplings and 5th wheels	Tow bar in poor condition/loose – not towing	A tow bar is in poor condition or loose but is not being used.	Green 2
5	PT55	PSV only tow couplings and 5th wheels	Reference is not made on COL and yet is certified	Reference is not made on COL and yet is certified	Green 2

PSV VISION

5	PV51	PSV vision	Interior lamp interferes with driver's vision	An interior lamp interferes with the driver's vision when the vehicle's doors are closed	Green 2
5	PV52	PSV vision	Heavy PSV upper deck front screen of insufficient height	A heavy PSV with an upper deck does not have a front screen that extends at least 1m above the uncompressed seat cushion and 1.95m above the floor level	Green
5	PV53	PSV vision	Driver's field of view obscured – prevents safe operation	The driver's field of view to the front, left or right is obstructed, and the obstruction significantly impairs the driver's field of view and does not allow for the safe operation of the vehicle	Pink
5	PV54	PSV vision	Driver's field of view obscured – impairs safe operation	The driver's field of view to the front, left or right is obstructed and makes the safe operation of the vehicle difficult (eg the driver has to lean forward in order to gain a view to the left or right)	Green 2
5	PV55	PSV vision	Driver's view of vicinity of passenger doors obstructed	The driver's field of view of the interior or the exterior vicinity of the passenger doors is obstructed. The view may be direct or indirect, ie mirrors and CCTV systems may be used.	Green
5	PV56	PSV vision	A rear-view mirror is missing, no view to rear of interior space/exterior passenger doors	A rear-view mirror is missing or badly damaged and does not provide the driver with an adequate and clear view to the rear of the interior space and the exterior in the vicinity of the doors used by passengers. PSVs must have LH & RH exterior mirror.	Pink
5	PV57	PSV vision	LH or RH exterior rear vision mirror cracked or damaged	An exterior rear view mirror cracked or damaged but still usable.	Green 2
5	PV58	PSV vision	Internal rear vision mirror is loose/damaged	The internal rear vision mirror, if fitted is insecure or damaged.	Green 2
5	PV59	PSV vision	TV set does not comply	A television set that is not used to provide a view to the rear of the vehicle or for navigation purposes or to display text or for the safe operation and control of the vehicle; is directly visible to the driver while the vehicle is in motion	Green 2

PSV WHEELS AND TYRES

5	PW51	PSV Wheels and tyres	Tread in dual set 1 tyre below minimum	Tyre tread depth insufficient on one tyre of a dual set and vehicle is a PSV only.	Green 2
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APPENDIX 1: GUIDELINES FOR HEAVY MOTOR VEHICLE TEMPORARY, ROADSIDE REPAIR

SCOPE

The purpose of this document is to provide guidelines for Police and CVIU officers, the New Zealand Transport Agency (NZTA) inspection staff and mechanics in situations when a disabled heavy motor vehicle (HMV) can not be reasonably or safely repaired at the roadside so that, with some restrictions and after taking appropriate temporary measures, the vehicle can be driven safely to a repair workshop to carry out permanent repairs. The HMV may be directed to a workshop other than the nearest one, if driving to another workshop is safer or more appropriate, considering the condition of the vehicle and the road, geography, traffic and weather conditions.

THESE GUIDELINES MUST NOT BE USED OUTSIDE THE SCOPE SPECIFIED ABOVE.

IF THE HMV CAN NOT BE REPAIRED AT THE ROADSIDE AND CAN NOT BE MADE SAFE WITH TEMPORARY MEASURES, IT MUST BE TOWED!

The mechanic who attends the HMV must carry out the temporary repair and/or take other measures as specified in each situation described in these guidelines and must explain to the driver what conditions have been imposed to enable the disabled vehicle to proceed to the nominated workshop. The mechanic must record the type of failure, the temporary repair measures and the applicable restrictions in the "Record of Temporary Repairs, Measures and Restrictions" (The Record). The Record must also include the place, date and time that the temporary repairs were completed and must specify the workshop, by name and address, that the vehicle is directed to. Both the mechanic and the driver must sign the Record. The driver must keep a copy of it until permanent repairs are completed, and must present it if requested by a police officer or the person acting on behalf of the NZTA.

- The Record is invalid if not signed by both the driver and the mechanic.
- If the driver refuses to sign the Record after a temporary repair has been carried out and drives away, the mechanic must inform the Police without delay, providing all relevant details, that an unsafe motor vehicle is being operated on the road.
- The Record expires after twelve (12) hours from the time when it was issued or upon reaching the repair workshop specified, whichever occurs first and no extension is permitted. For one failure only one temporary measure can be taken and one record issued.

SITUATIONS WHEN THESE GUIDELINES MAY BE APPLIED:

A) PARTIAL BRAKE FAILURE OF HMVS WITH MORE THAN ONE REAR AXLE

This applies only to failures that make one wheel brake of a non-steered axle or both wheel brakes of a rear axle in a rear axle set, inoperable.

Measures to take:

The faulty wheel brake or axle must be isolated (for example by blanking the brake line off, etc).

Restrictions to impose:

The maximum allowed speed is 70km/h on open road and 40km/h on other roads, or 10km/h less than any lower speed limit that is in force on any road where the vehicle is operated.

B) PARTIAL BRAKE FAILURE IN HMV COMBINATIONS

Applies to cases when only one failure occurred making inoperable:

- one wheel brake of an axle, or both wheel brakes of an axle that is in
- either a rear axle group of any HMV in the combination or in the front axle group of a full trailer, where an axle group consists of more than one axle.

Note: The axle group of a semitrailer or simple trailer is a rear axle group.

Measure to take:

The faulty wheel brake or axle must be isolated (see above).

Restriction to impose:

The maximum allowed speed is 70km/h on open road and 40km/h on other roads, or 10km/h less than any lower speed limit that is in force on any road where the vehicle is operated.

C) SECOND PARTIAL BRAKE FAILURE IN HMV COMBINATIONS:

This applies to special cases when a second partial brake failure, as described in point b) above, occurred in a multiple axle HMV combination on the way to a repair workshop since the first Record was issued, providing the two brake failures are not in the same axle group.

If a temporary repair is appropriate the mechanic must issue a second Record for the second brake failure, and the driver must keep both Records.

Measures and restrictions: As in B) above.

D) SUSPENSION FAILURES IN REAR AXLE GROUPS:

This applies only to failures of suspensions and/or hubs of axles fitted to rear axle groups.

Measures to take:

In the case of a failure of a mechanical component of the suspension, the axle must be secured to the chassis in a lifted position.

In the case of a blown air bag, the air supply line to the failed air bag must be blocked off but the axle is not required to be lifted and secured to the chassis.

The vehicle must be off-loaded so that the **unaffected axles**, their suspension and tyres are not overloaded.

For example, if the failed suspension is in a 3-axle group, the load limit must not exceed the 2/3 of the limit for the axle group in the Certificate of Loading (CoL). For 2-axle sets with either twin tyres or single tyres of the same size on both axles, the load limit is half of the load limit that is in the CoL.

However, for 2-axle sets with twin tyred drive axle and single tyred tag axle, if the tag axle suspension fails, the load limit for the drive axle is 2/3 of the axle group limit in the CoL.

The tyre capacity is marked/displayed on the side of the tyre, and the mechanic must ensure that the tyre pressure is appropriate for the load that is placed on the axle. Advice must be sought from tyre repair workshops.

Restrictions:

The maximum allowed speed is 50km/h on open road and 40km/h on other roads, or 10km/h less than any lower speed limit that is in force on any road where the vehicle is operated.

E) WHEEL STUDS:

This applies in cases when a wheel stud has failed.

Note: More than one failed wheel stud is not acceptable, unless the second failure occurs on the way to the repair workshop after a Record has been issued for the initial failure of a wheel stud, providing the two failed wheel studs are not on the same wheel.

Measures to take:

The mechanic must check that all remaining wheel studs are in good condition and the wheel nuts are properly tightened. If the remaining studs are damaged to an extent that the secure attachment of the wheel can not be maintained, the failure must be treated as a suspension failure, and the measures in D) apply.

Restrictions:

The maximum allowed speed is 70km/h unless a lower speed limit is in force on the road where the

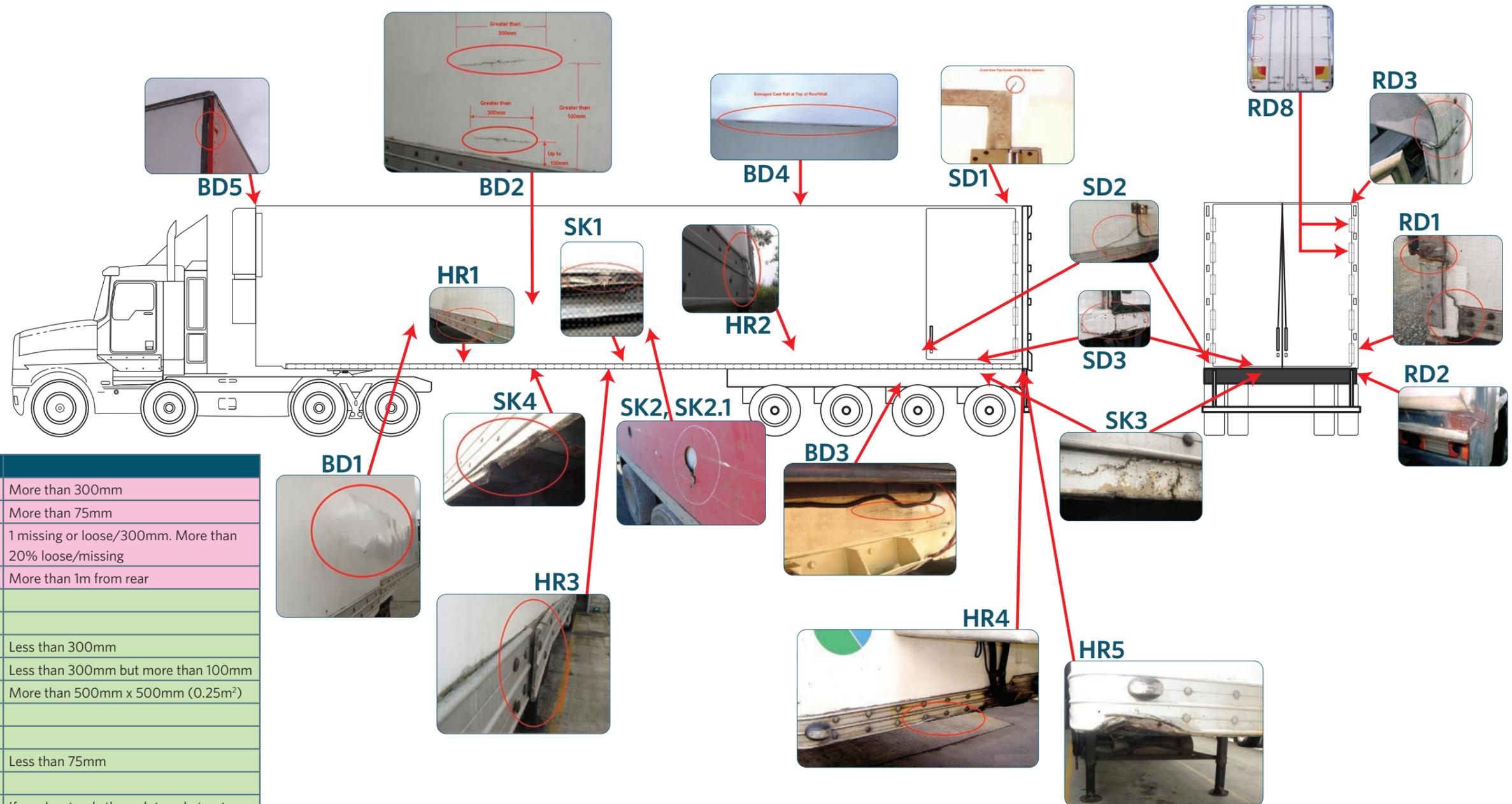
vehicle is operated.

The driver must check at least every 10km or less that the remaining wheel studs are still in good condition and the wheel nuts have not come lose.

IMPORTANT NOTES

- › These guidelines do not deal with general safety requirements imposed by OSH, but they still must be followed.
- › This document, after it has been implemented, may be updated if experience suggests that new scenarios should also be included, or if due to safety concerns further restrictions are necessary or some of the scenarios should be removed.
- › These guidelines may be revoked if experience indicates that they have an adverse effect on road safety.

APPENDIX 2: ASSESSING COMPOSITE MONOCUQUE VEHICLE DEFECTS

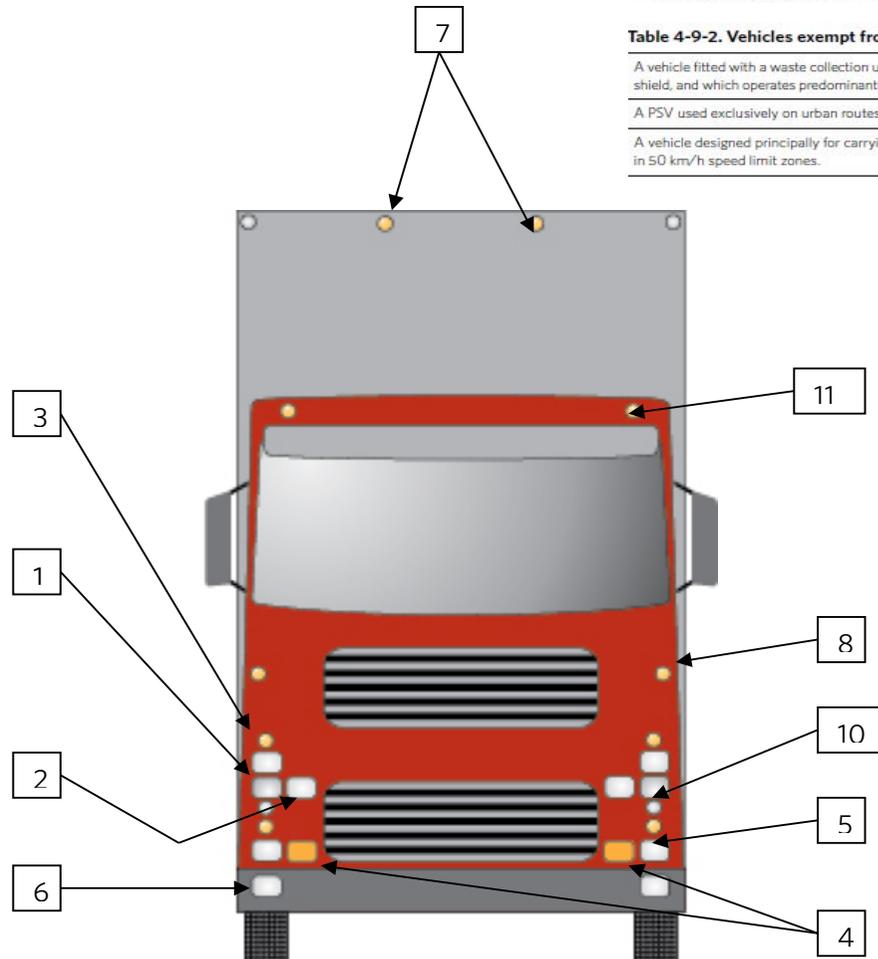


Fault code	Defect	
CF57 - Pink	SK 2.1	More than 300mm
	SD3	More than 75mm
	HR1	1 missing or loose/300mm. More than 20% loose/missing
	HR2	More than 1m from rear
CF58 - Green	BD1	
	BD2	
	SK1	Less than 300mm
	SK2.1	Less than 300mm but more than 100mm
	SK2	More than 500mm x 500mm (0.25m ²)
	SD1	
	SD2	
	SD3	Less than 75mm
	RD1.1	
	RD2	If crack extends through to substructure
CF59 - G2	BD3	
	BD4	
	BD5	
	RD1	
	RD3	

Note HR4, SK3 & SK4 are examples of cosmetic damage which do not constitute structural faults

APPENDIX 3: TRUCK LIGHTS

Defect Area	Fault Code	Description
01	LH51	Required headlamp is not fitted, not operating or detachment is imminent
01	LH61	Headlamp fully obscured at night
01	LH66	Low beam H/lamp RHS not working at night
03	LI51	Whole indicator system does not operate
01	LH53	More than 2 low beam headlamps fitted or operate on low beam
01	LH59	Headlamp emits colour other than white/amber
03	LI53	A required direction indicator lamp is not fitted
03	LI59	Direction indicator damaged, insecure or obscured
03	LI63	Indicators works but 2 or more lights don't work
04	LA51	One (front) or more than 2 fog lamps fitted (front/rear)
05	LC53	Cornering lamp not securely fitted, damaged detach imminent
06	LA56	Front fog lamp not dipped
07	LP60	A required cab roof lamp is not fitted,
01	LH52	Required headlamp not fitted, not operating, detachment likely detachment imminent
01	LH58	High beam headlamp operates when low beam selected
01	LH60	Headlamp is damaged, failure is imminent, output not equal
02	LH57	1 or more than 2 additional High beam H/lamps fitted
06	LA55	A spot/driving lamp not properly connected
03	LI57	Frt Indicator other than orange/amber
03	LI54	One indicator light not working
05	LC53	Cornering light emits other than white/amber
07	LP60	Cab roof lamp loose/damaged/obscured
08	LM53	Frt side lamp emit colour other than white/amber (not red)
09	LA51	More than 1 spot lamp fitted
09	LA59	Work lamp emit colour other than white/amber
09	LA61	Work lamp insecure
10	LD52	Day running lamp other than white/amber
10	LD53	Daytime running lamp insecure
11	LP60	Cab roof lamp not operational
11	LP60	Cab roof lamp emits other than white/amber
11	LP60	Cab roof lamp not secure/damaged/obscured
12	LA63	Flashing/revolving lamp fitting incorrect/too many/incorrect colour/insecure



If the vehicle was:	Row	Characteristics of the heavy vehicle	Front		Rear
			Mandatory lamps ^{1,4}	Maximum permitted lamps ²	Maximum permitted lamps ²
Vehicle manufactured before 1/4/2011 ³	A	<ul style="list-style-type: none"> A vehicle with a GVM exceeding 11,300 kg A vehicle with a towing connection where the vehicle combination is likely to have a total length exceeding 9.2 m 	2	12 (No Limit if first registered before 27/2/2005)	6
	B	A vehicle with an overall width of 1.8 m or more (other than a vehicle in row A)	Not required	6	4
Vehicle manufactured from 1/4/2011	C	A vehicle with an overall width exceeding 2.1m and with a GVM or GCM exceeding 12,000kg	2	12	6
	D	A vehicle with an overall width exceeding 2.1m (other than a vehicle in row C)	2	6	4
	E	A vehicle with an overall width of 1.8 m or more (other than a vehicle in row C or D).	Not required	6	4

¹ Vehicles in Table 4-9-2 are not required to be fitted with mandatory lamps.

² Maximum permitted lamps are the maximum number of lamps allowed to be fitted, including mandatory lamps.

³ A vehicle manufactured before 1/4/2011 also has the option of complying with the requirements applicable to vehicles manufactured from 1/4/2011.

⁴ Mandatory lamps must be positioned at a height no lower than the top edge of the windscreen.

Table 4-9-2. Vehicles exempt from mandatory cab roof requirements

A vehicle fitted with a waste collection unit that incorporates front-loading container handling equipment and a cab protection shield, and which operates predominantly within 50 km/h speed limit zones during daylight hours only.
A PSV used exclusively on urban routes.
A vehicle designed principally for carrying ready-mix concrete no more than 9.2 m in length, and which operates predominantly in 50 km/h speed limit zones.

- Note 1** Refer to lighting pages in the Categorisation of Defects document for further details.
- Note 2** Action can be taken when the light is not operating, damaged, and insecure, obscured, has a hole/crack or other damage that allows moisture to enter.
- Note 3** The sanctions are maximums and can be reduced according to conditions and severity.
- Note 4** The following total numbers of position lamps may generally be fitted;
- One pr forward facing below 1.5m (OE)
 - One pr forward facing at top corners
 - Two cab roof lamps
 - Ten end outline marker lamps fitted elsewhere on the outline of the vehicle or on the cab roof. (For vehicle first registered in NZ before 27 February 2005 there is no restriction on the number of forward facing end outline marker lamps that may be fitted).

APPENDIX 4: TRAILER LIGHTS

If the vehicle was:	Row	Characteristics of the heavy vehicle	Front		Rear
			Mandatory lamps ^{1,4}	Maximum permitted lamps ²	Maximum permitted lamps ²
Vehicle manufactured before 1/4/2011 ³	A	<ul style="list-style-type: none"> A vehicle with a GVM exceeding 11,300 kg A vehicle with a towing connection where the vehicle combination is likely to have a total length exceeding 9.2 m 	2	12 (No Limit if first registered before 27/2/2005)	6
	B	A vehicle with an overall width of 1.8 m or more (other than a vehicle in row A)	Not required	6	4
Vehicle manufactured from 1/4/2011	C	A vehicle with an overall width exceeding 2.1m and with a GVM or GCM exceeding 12,000kg	2	12	6
	D	A vehicle with an overall width exceeding 2.1m (other than a vehicle in row C)	2	6	4
	E	A vehicle with an overall width of 1.8 m or more (other than a vehicle in row C or D).	Not required	6	4

¹ Vehicles in Table 4-9-2 are not required to be fitted with mandatory lamps.

² Maximum permitted lamps are the maximum number of lamps allowed to be fitted, including mandatory lamps.

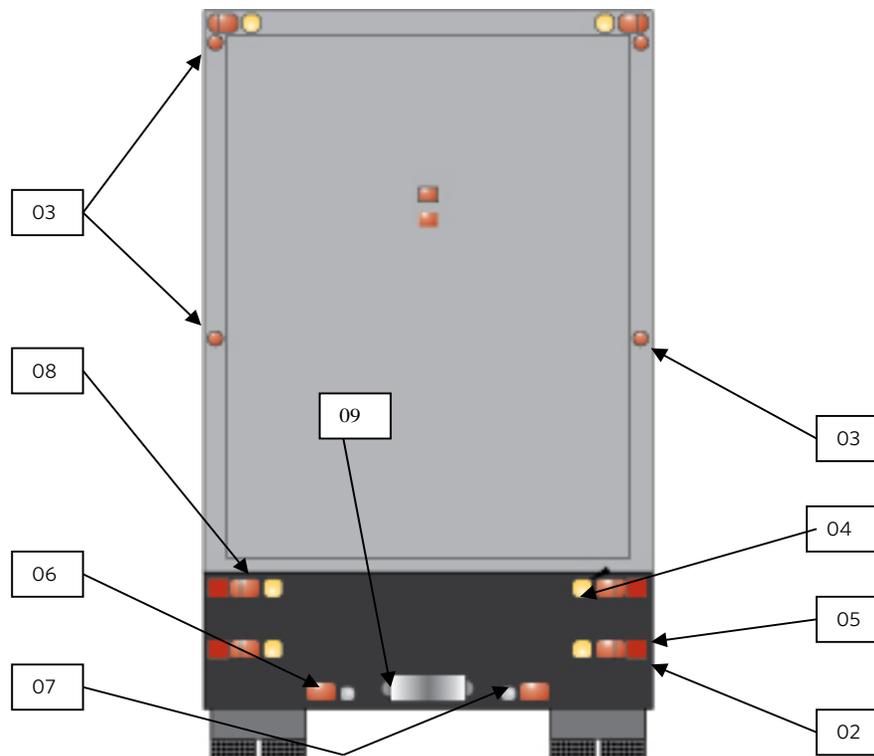
³ A vehicle manufactured before 1/4/2011 also has the option of complying with the requirements applicable to vehicles manufactured from 1/4/2011.

⁴ Mandatory lamps must be positioned at a height no lower than the top edge of the windscreen.

Table 4-9-2. Vehicles exempt from mandatory cab roof requirements

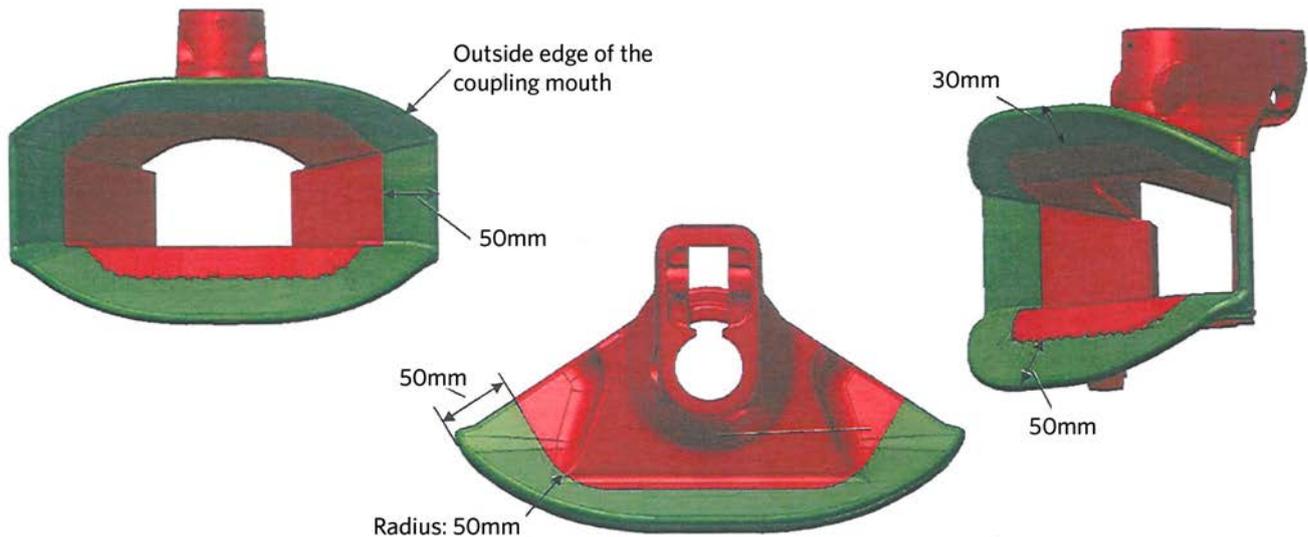
A vehicle fitted with a waste collection unit that incorporates front-loading container handling equipment and a cab protection shield, and which operates predominantly within 50 km/h speed limit zones during daylight hours only.
A PSV used exclusively on urban routes.
A vehicle designed principally for carrying ready-mix concrete no more than 9.2 m in length, and which operates predominantly in 50 km/h speed limit zones.

Defect Area	Fault Code	Description
02	LP55	No RH Rr position lamp working at night & no other Rr RH side lamp working below 2m
03	LP55	More than 1 LH end-outline marker lamp not working at night
03	LP57	Any rear tail lamp emits colour other than red or is fully obscured at night
03	LP55	RH Rear tail lamp out at night
04	LR51	RH Rr reflector missing/ineffective at night and vehicle difficult to see
05	LB51	No required stop lamps are fitted
05	LB51	No stop lamps work when service brake applied
05	LB51	All stop lamps not working
06	LA52	Fog light not White/amber (Front) red/amber (Rear)
02	LM52	Required side marker Lamps not fitted
09	LN51	Required registration lamp not fitted (during darkness)
04	LR52	RH reflector missing/ineffective in darkness
05	LB54	All stop lamps remain on when service brake is released
07	LR54	More than two reversing lamps fitted
08	LI58	Rr direction indicator lamp not red/amber
08	LI54	One direction indicator lamp not working
09	LN51	Registration Plate lamp not working
09	LN52	Reg. Plate lamp colour other than white visible from rear
09	LN51	Reg. Plate lamp damaged/insecure/obscured
03	LP56	LH Rr Position/tail lamp out at night
04	LR53	Rr reflector colour other than red anytime
04	LR53	Rr reflector not securely fitted
04	LR53	LH Rr reflector missing/ineffective at night
05	LB52	Only one of two required stop lamps is fitted/working
05	LB52	Only one stop light operates when service brake applied
05	LB56	A stop lamp emits a colour other than red
05	LB56	A stop lamp is not securely fitted or obscured
05	LB52	Stop lamp damaged/obscured, output effected



- Note 1** Refer to lighting pages in the Categorisation of Defects document for further details.
- Note 2** Action can be taken when the light is not operating, damaged, and insecure, obscured, has a hole/crack or other damage that allows moisture to enter.
- Note 3** The sanctions are maximums and can be reduced according to conditions and severity.
- Note 4** The following total numbers of position lamps may generally be fitted;
 - Two pr rearward facing, 1 below 1.5m & 1 below 2.1m fitted symmetrically as close as possible to the extremities.
 - One pr rearward facing at top corners
 - Six end outline marker lamps fitted elsewhere on the outline of the vehicle

APPENDIX 5: DAMAGE LIMITS FOR TOWING CONNECTIONS



Where the body of the towing connection is an integral part or structural component of the towing connection then no damage is allowed. However, where the body is a separate part and not integral to the structure then some damage or repair is allowed in the throat area of the body within the following limits.

AREA WHERE CRACKING/REPAIR WELDING IS ALLOWED

Cracking or repair welding is allowed in the green area as described in the following:

- 30mm from the outer edge of the top of the coupling mouth
- 50mm from the outer edge of the bottom of the coupling mouth
- 50mm from the outer edges of the sides of the coupling mouth, left and right
- A radius of 50mm as shown, must be observed

No damage or welded repair is allowed in the area shown red.

APPENDIX 6: TYRE RATINGS

The following reference material has been inserted to help clarify references made in the defects guide. The material can come from a variety of sources eg Land Transport Rules, Ministry of Transport regulations, technical publications, NZ Police GIs, and is designed to be updated from time to time.

TYRE SPEED RATINGS

Extracts from Land Transport Rule 32013

- 2.2(3) The speed category of a tyre fitted to a motor vehicle must be compatible with the maximum legal speed limit for the vehicle.
- 2.2(4) The complete assembly of tyre, wheel, hub, and axle on a towed vehicle must be compatible with the loading of that vehicle and the maximum legal speed limit for the towing vehicle.

The following table shows the designation that indicates the speed rating of a tyre. The symbols are part of the sidewall marking system of the tyre eg 340/75 x 22 S (S indicates a speed rating of maximum 180km/h).

A1	5km/h
A2	10km/h
A3	15km/h
A4	20km/h
A5	25km/h
A6	30km/h
A7	35km/h
A8	40km/h
B	50km/h
C	60km/h
D	65km/h
E	70km/h
F	80km/h
G	90km/h
J	100km/h
K	110km/h
L	120km/h
M	130km/h
N	140km/h
P	150km/h
Q	160km/h
R	170km/h
S	180km/h
T	190km/h
U	200km/h
H	210km/h
V	240km/h
W	270km/h
Y	300km/h

TYRE LOAD RATINGS

EXTRACTS FROM LAND TRANSPORT RULE 32013

- 2.3(10) The sum of the load ratings of the tyres fitted to an axle of a motor vehicle must be equal to, or greater than, the maximum load that is specified on the certificate of loading for that vehicle, taking into account the speed at which the vehicle is being used.
- 2.3(12) The laden weight on any axle of a motor vehicle must not exceed the sum of loads that are allowed for the tyres fitted to the axle, taking into account the speed at which the vehicle is being used and the pressure to which the tyres are inflated.

The table on the next page shows the load index codes for tyres up to 210km/h. The numerical codes are part of the sidewall marking system of the tyre, eg 180 = a maximum load of 8000kg.

LI	KG	LI	KG	LI	KG	LI	KG	LI	KG	LI	KG	LI	KG
0	45	40	140	80	450	120	1400	160	4500	200	14000	240	45000
1	46.2	41	145	81	462	121	1450	161	4625	201	14500	241	46200
2	47.5	42	150	82	475	122	1500	162	4750	202	15000	242	47000
3	48.7	43	155	83	487	123	1550	163	4875	203	15500	243	48750
4	50	44	160	84	500	124	1600	164	5000	204	16000	244	50000
5	51.5	45	165	85	515	125	1650	165	5150	205	16500	245	51500
6	53	46	170	86	530	126	1700	166	5300	206	17000	246	53000
7	54.5	47	175	87	545	127	1750	167	5450	207	17500	247	54500
8	56	48	180	88	560	128	1800	168	5600	208	18000	248	56000
9	58	49	185	89	580	129	1850	169	5800	209	18500	249	58000
10	60	50	190	90	600	130	1900	170	6000	210	19000	250	60000
11	61.5	51	195	91	615	131	1950	171	6150	211	19500	251	61500
12	63	52	200	92	630	132	2000	172	6300	212	20000	252	63000
13	65	53	206	93	650	133	2060	173	6500	213	20600	253	65000
14	67	54	212	94	670	134	2120	174	6700	214	21200	254	67000
15	69	55	218	95	690	135	2180	175	6900	215	21800	255	69000
16	71	56	224	96	710	136	2240	176	7100	216	22400	256	71000
17	73	57	230	97	730	137	2300	177	7300	217	23000	257	73000
18	75	58	238	98	750	138	2360	178	7500	218	23600	258	75000
19	77.5	59	243	99	775	139	2430	179	7750	219	24300	259	77500
20	80	60	250	100	800	140	2500	180	8000	220	25000	260	80000
21	82.5	61	257	101	825	141	2575	181	8250	221	25750	261	82500
22	85	62	265	102	850	142	2650	182	8500	222	26500	262	85000
23	87.5	63	272	103	875	143	2725	183	8750	223	27250	263	87500
24	90	64	280	104	900	144	2800	184	9000	224	28000	264	90000
25	92.5	65	290	105	925	145	2900	185	9250	225	29000	265	92500
26	95	66	300	106	950	146	3000	186	9500	226	30000	266	95000
27	97.5	67	307	107	975	147	3075	187	9750	227	30750	267	97500
28	100	68	315	108	1000	148	3150	188	10000	228	31500	268	100000
29	103	69	325	109	1030	149	3250	189	10300	229	32500	269	103000
30	106	70	335	110	1060	150	3350	190	10600	230	33500	270	106000
31	109	71	345	111	1090	151	3450	191	10900	231	34500	271	109000
32	112	72	355	112	1120	152	3550	192	11200	232	35000	272	112000
33	115	73	365	113	1150	153	3650	193	11500	233	36500	273	115000
34	118	74	375	114	1180	154	3750	194	11800	234	37500	274	118000
35	121	75	387	115	1215	155	3875	195	12150	235	38750	275	121000
36	125	76	400	116	1250	156	4000	196	12500	236	40000	276	125000
37	128	77	412	117	1285	157	4125	197	12850	237	41250	277	128000
38	132	78	425	118	1320	158	4250	198	13200	238	42500	278	132000
39	136	79	437	119	1360	159	4375	199	13600	239	43750	279	136000

APPENDIX 7: TYRE TREAD PATTERN AND DEPTH

EXTRACTS FROM LAND TRANSPORT RULE 32013

- 2.3(1) Tyres on the same axle must be of the same size designation and construction, and of the same tread pattern type, unless 2.3(2) or 2.6(2) applies.
- 2.3(4) A tyre must be of good quality and construction, fit for its purpose and maintained in a safe condition.
- 2.3(5) A tyre must not have worn, damaged or visible cords apparent by external examination.
- 2.3(13) Except as otherwise provided in this clause, a tyre on a motor vehicle must have a tread pattern, excluding any tie-bar or tread-depth indicator strip, of not less than 1.5mm in depth within all principal grooves contained moulded tread depth indicators and around the entire circumference of the tyre.
- 2.3(17) A motor vehicle of class NA, NB, NC, TC or TD that is fitted with twin tyres must comply with the tread pattern and tread-depth requirements in 2.3(13).

APPENDIX 8: TYRE INFLATION REQUIREMENTS

EXTRACTS FROM LAND TRANSPORT RULE 32013

- 2.4(1) Except if 2.4(3) applies, a tyre fitted to a vehicle must be maintained at a safe inflation pressure that:
- (a) takes into account the recommendation of the manufacturer of the tyre or vehicle, the speed at which the vehicle is being used, and any loading, and
 - (b) if fitted to a heavy motor vehicle, is not greater than the maximum cold inflation pressure for heavy motor vehicle tyres in 2.4(2).
- 2.4(2) The maximum cold inflation pressure for a heavy motor vehicle tyre is:
- (a) for a cross-ply tyre, 700kPa (100PSI)
 - (b) for a radial-ply tyre, 825kPa (120PSI).

APPENDIX 9: FAQs ON TYRES

EXTRACTS FROM LAND TRANSPORT RULE 32013

Q Can an 11.1R20 run on the same axle or as a pair with a 10.00R20?

A Yes, an 11.1R20 can run with a 10.00R20. They are both of the same construction and size.

Q Can an 11/70R22.5 run with a 275/70R22.5?

A Yes, they are both the same construction and size. 11 represents 11 inches which is the same as 275mm.

Q Can a rib lug tread run with a highway tread?



Rib lug pattern



Highway pattern

A Yes, provided they are both the same size, as they are both rib/block tread pattern types.

Q Can those types of tread run on the steer axles?

A Yes, there is no rule preventing any kind of tyre from being fitted to any axle, provided the tyres on that axle match. It is best practice that lug tyres are not fitted to steering axles.



Fig 1



Fig 2



Fig 3



Fig 4

There are many other tread pattern designs – the following pages have some examples from the retread range of Bandag products and the new tyre commercial range from Bridgestone. These are only a small number of designs in service but it gives an idea of what they look like.

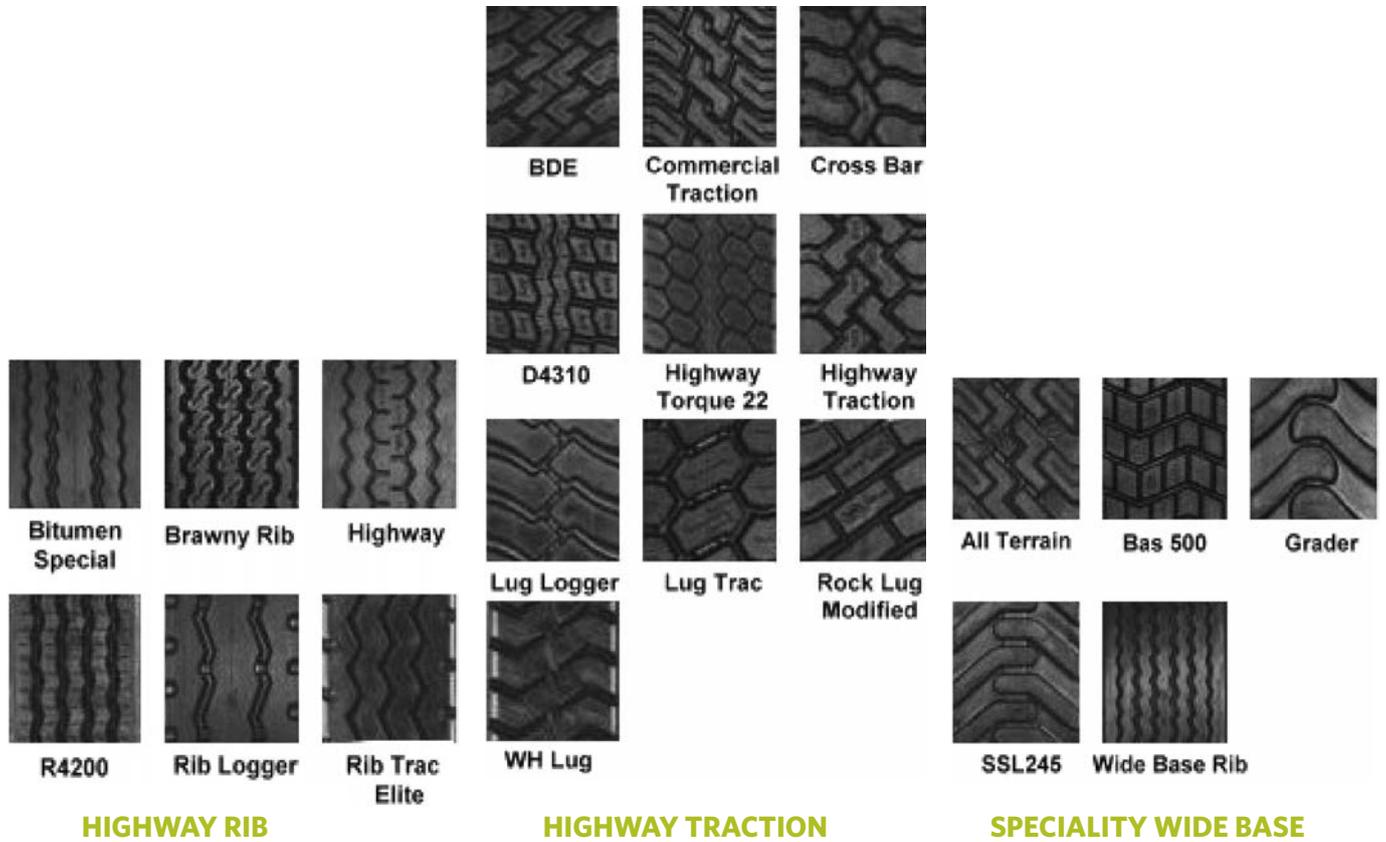
Q Can a pink sticker be issued for a bulge in the side wall of a tyre?

A Yes, a bulge in the side wall indicates damage to the structure of the tyre.

Q Can a vehicle be ordered off the road for different tread depth on duals?

A No, providing they both have more than 1.5mm of tread across 3/4 of the width.

APPENDIX 10: TYRE TYPES




TBR



R200

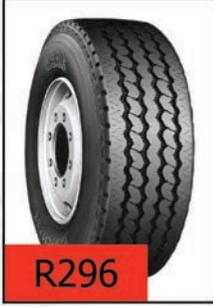
R SERIES (RIB)
 Designed for steer and trailer applications giving excellent handling and resistance to irregular wear.



R184



R297



R296



R192



R225

BRIDGESTONE TBR



M SERIES (MIX)
 Designed as all position tyres offering a superb balance of on/off road traction and resistance to cut/chip damage.



BRIDGESTONE TBR

G SERIES (RIB-LUG)
 Designed as all position tyres for mid speed operations



L SERIES (LUG)
 Premium traction tyres offering maximum off road grip and resistance to cut/chip damage.

APPENDIX 11: AIR TEST GUIDE

vtnz

Air System Testing

A Bus/Truck without heavy tow connection

1) Truck with heavy trailer attached.
 2) Truck certified to the NZHVBC.
 3) Truck GM >39t≤44t 1st reg from 1/3/2007
 4) All trucks 1st reg in NZ from 1/7/2008.
 5) Other trucks.

Handbrake off.
 Start engine, build air to full.
 Engine off.
Record: Max pressure



System Capacity
 Pump down min applications.
**Record: 1) applications.
 2) pressure at 3 or 5 pumps.**



Auxiliary Protection
 Lower or raise air pressure to 2/3 of full pressure.
 Operate air auxiliaries.



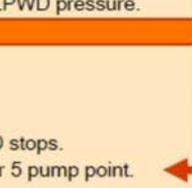
Pump down until the LPWD operates.



Pump 2 more full applications



System Protection (Split)
 Start Engine. Raise pressure until the LPWD stops.
 Test for system protection.



Lower both circuits below the LPWD pressure.

Compressor recovery
 Start Engine - Record times:
 Truck: 1. Start when LPWD stops.
 2. Record at the 3 or 5 pump point.
 3. Record at Full pressure.
 Bus: 1. Start at the 5 pump point.
 2. Record at Full pressure.

B Truck with heavy tow connection

Test for driver controlled trailer parkbrake operation.
 Insert test gauge unit into the trailer air connection.
 With handbrake on; supply gauge shows no pressure.



Test for tractor Protection
 Handbrake off.
 Open supply line, completely vent.
 Check if the truck still holds pressure.
Note:
 Vehicles 2,3 & 4 must have tractor protection

Min full applications and release before LPWD
 Bus/Truck, no trailer - 5
 Truck & trailer, no tractor protection - 5
 Truck & trailer with tractor protection & breakaway - 3
 Bus/Truck with Australian or Euro Std on COL - 4
**Note : Compressor recovery from 5 pumps.
 This point may be below LPWD pressure.**

Watch the brake gauges. Auxiliary must not lower the brake tanks past this point.

Auxiliaries that do not need to be checked:
 > OE
 > Retrofit to OE aux port
 > Those not operated from the driving position
 > Those that may cause mechanical damage; PTO etc

Drain one circuit; Drain at the tank or use a Test valve.
 Ensure one gauge drops independently of the other and the LPWD operates.
 Rebuild air to above LPWD.
 Repeat with other circuit.



Notes:

- This split test may be done as a separate procedure if this is more efficient.. e.g. over pit
- Multi circuit protection valve systems are designed to be interconnected when the pressure is up. Separation points vary with make and may be quite low.

Maximum times:

Truck:	1 → 3	3 minutes
	2 → 3	90 seconds
Bus:	90 seconds		



APPENDIX 12: SUGGESTION FORM

Suggested amendment to the NZ Police - NZ Transport Agency inspection guide

To: Senior Sergeant (CVIU: Standards and Training),

Police National Headquarters,

PO Box 3017, Wellington 6140

Fax: (04) 498 7404

I suggest the following change/s or addition/s should be made to the guide

Page no: _____

Suggested amendment:

Attach copies of the guide pages if necessary

Name: _____ QID: _____

