

## G. INSPECTION OF MOTOR-VEHICLES

**GENERAL.**—In order to ensure a satisfactory standard of mechanical fitness, all motor-vehicles must undergo an inspection each six months for a Certificate or Warrant of Fitness. Motor-garages specially approved by the Minister of Transport and municipal testing-stations carry out the inspections of motor-vehicles for Warrants of Fitness, while examinations for Certificates of Fitness are conducted by Vehicle Inspectors of the Department.

Certificates of Fitness are issued to all vehicles operating under the Transport Act and to all ancillary goods-service vehicles having a gross laden weight in excess of 2 tons (with the exception of those specifically exempt by the provisions of the Act). Examinations are of an exhaustive nature, and a high standard of efficiency is required in matters which affect the safety, health, and comfort of the travelling public.

Warrants of Fitness are issued to all those vehicles which are not required by law to obtain a Certificate of Fitness. Although the inspection is not as extensive as that for a Certificate of Fitness, it does, however, cover those items which are essential for safety.

At 31st March, 1950, there were 63 Vehicle Inspectors employed in the Department.

**VEHICLES FREE FROM DEFECTS.**—(a) *Passenger-service Vehicles*: Table 19 in the Appendix shows the percentage of passenger-service vehicles found to be free from defects at the time of examination.

(b) *Goods-service Vehicles*: Of all goods-service vehicles operating under the Transport Act, 35·7 per cent. were found to be free from defects at the time of examination. The first inspection of ancillary vehicles by officers of the Transport Department was carried out early in 1949. This showed that the mechanical condition of ancillary goods-service vehicles was of a lower standard than that of the vehicles operated under transport licences. When ancillary vehicles were reinspected six months later an improvement in mechanical condition had taken place. While the standard of fitness of these vehicles is still below that of vehicles owned by transport operators, it is anticipated that a continued improvement will be effected.

(c) *Private Cars, &c.*: Returns furnished by municipal testing-stations show that 51·3 per cent. of the vehicles tested were free from defects.

**ANALYSIS OF DEFECTS.**—Tables 19 to 21 in the Appendix set out an analysis of the defects found when the various types of vehicles were examined.

It will be noted that, as in previous years, the main defects are in respect of steering-gear, lights, and brakes. Under the single item “steering-gear” all component parts of the steering mechanism are covered, and in many cases only minor adjustments were required to remedy the deficiency. In regard to brakes, this equipment deteriorates with use and the inspections ensure that they are brought up to a high standard of efficiency each six months. The chief problem with headlights is that they lose their adjustment in service, and in the case of tail-lights these seem very prone to damage and electrical defects.

Over the past twelve months the number of defects has shown a tendency to increase, but the defects are confined to a smaller number of vehicles. This effect is due to the age and general condition of the vehicles which are still retained in operation. In the table trolley buses are shown as being 5·4 per cent. free from defects, compared with 23·6 per cent. for omnibuses. This position arises from the fact that the trolley buses have either been in operation for a considerable number of years or else are new ones. Of the 37 trolley buses in operation to-day, 22 were placed in service during the year, and with new vehicles it is usual to find that there are many minor points which require attention when the vehicles are submitted for their initial inspection.