



Information Alert

30/11/09

Dear Operator

INSECURE WHEELS

ISSUE:

There have been several recent incidents involving wheels detaching from buses and, on one occasion, colliding with oncoming traffic. This has raised concerns that some operators may not have an appropriate system in place to ensure wheel nuts on buses are tensioned correctly or have ensured all drivers are aware of the correct procedures.

Such incidents may cause passengers and/or the general public to be unnecessarily placed at risk and result in serious injury.

NOTICE:

It is a Condition of Accreditation that operators develop and implement a vehicle maintenance plan which complies with Clause 16 of the Passenger Transport Regulation 2007.

Clause 16 requires that the vehicle maintenance plan must:

- (a) Be consistent with the maintenance standards of the manufacturer of the vehicles used to provide the service;
- (b) Specify the steps taken to ensure that the vehicles are roadworthy;
- (c) Specify the way in which vehicles are maintained;
- (d) Specify the way in which any defects are to be recorded and rectified; and
- (e) Be capable of being audited.

Operators must develop procedures which outline how vehicle maintenance will be carried out and how daily inspections must be conducted and documented for each vehicle before departing the depot and on return to the depot.

A good maintenance practice is to ensure second tension checks are conducted after a rattle gun or air wrench. This should be conducted manually with a tension wrench.

REQUIRED ACTION:

Bus operators are to:

1. ensure that mechanics are aware of and comply with Manufacturer's Standards regarding the tensioning of wheel nuts;
2. ensure that all staff are aware of and comply with procedures ensuring the correct tension is established and maintained on bus wheel fasteners; and
3. ensure that all drivers include the checking of wheel nuts in pre-departure checks and end-of-shift checks.

Bus operators are reminded that failure to maintain buses in accordance with the manufacturer's maintenance standards is classified as a *Safety Critical Deficiency*.



Craig Dunn
Acting Director, Transport Operations