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SECURITY OF BODY

APPLICATION

SECURITY OF BODY

This inspection applies to all vehicles.

PROCEDURE AND STANDARDS

SECURITY OF BODY

Check for security, fracture, distortion, wear, corrosion and presence of:

- All fixings (e.g. brackets) securing the body to the chassis or to a sub-frame or supporting members.
- Fastenings e.g. securing bolts, rivets or welds for the fixings.
- Structural (stressed) panels.

Note:
Defective fastenings do not necessarily mean that the body is insecure. The whole structure must be assessed and a failure will only be justified where sufficient bolts, rivets and welds etc. are loose or defective to allow the body to move enough to cause a hazard for other road users.

Some designs of body mounting allow a limited amount of flexing between the body and chassis. This must not be confused with insecurity. On body mountings with tiebars the securing nut on the tie-bar is correctly secured at a relatively low torque setting and this should not be mistaken for looseness.

Coach bolt failure due to corrosion may not be obvious as the failed section may be in a position where it cannot be seen. Care should be taken to check that there is no sign of abnormal movement of the structure, which would indicate coach bolt failure.

Check the condition of the load bearing body members for corrosion, cracks or damage, which could seriously weaken their strength.

REASONS FOR FAILURE

SECURITY OF BODY

	Deficiency Category
1. Body:	
a. excessively displaced relative to the chassis	MAJOR
b. insecure with stability affected.	DANGEROUS
c. Insecure	MAJOR
2. A load bearing member:	
a. so cracked, corroded or damaged that the body is seriously weakened.	MAJOR
b. so cracked, corroded or damaged that the body is seriously weakened and vehicle stability is impaired	DANGEROUS