

Damage Assessment Criteria for the Classification of Statutory Write-offs

Motorbikes, Caravans, Heavy Trailers and Other Vehicles

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1. Statutory write-off criteria

This criteria applies only to motorbikes, heavy trailers (ATM exceeding 4500kg), caravans (regardless of ATM) and any other vehicle deemed to be a notifiable vehicle by the Chief Executive of the Department of Transport and Main Roads.

Under the written-off vehicle framework, vehicles must be classified to be either a Statutory Write-Off (SWO) or Repairable Write-Off (RWO) if they have been determined as a total loss by a notifier as a result of:

- damage induced by a collision, fire, water inundation, other weather event, malicious action; or
- dismantling or stripping.

A SWO may only be sold subject to a statutory restriction that it may only be used for parts or scrap metal.

A RWO may be repaired and re-registered subject to the vehicle passing a written-off vehicle inspection to verify the identity of the vehicle.

A vehicle determined to be a total loss must also be assessed against the criteria set out in this guide to determine its classification.

Motorcycles must be deemed to be a SWO if it consists of:

- any of the three forms of specific 'event' related criteria (fire, water and vehicle stripping) as set out in section 2 of this guide. If the vehicle meets any of these criteria, it must be classified as a SWO; or
- two separate areas of potential structural damage to be reviewed. These are set out in section 3 of this guide. If the vehicle is assessed to have sustained damage to:
 - two separate areas of structural damage to the frame, or
 - impact damage other than scratching to the suspension.

For trailers (including caravans) these consist of three forms of specific 'event' related criteria (fire, water and vehicle stripping) as set out in section 2 of this guide. If the vehicle meets any of these criteria, it must be classified as a SWO.

These criteria have been developed to reflect the intent of the national written-off vehicle framework and the damage assessment criteria for passenger cars and light commercial vehicles. These criteria err on the side of caution in terms of safety to ensure that vehicles that have sustained significant damage are consistently identified and appropriately classified as suitable only for dismantling or processing as scrap.

2. Event criteria

2.1 Fire damage criteria

A motorbike is to be classified as a SWO if it has damage as a result of fire where:

- paint or chrome on the frame of the vehicle has blistered; and
- the vehicle has suffered damage to the extent that it is assessed to be a total loss.

Where a trailer (including a caravan) has sustained damage as a result of fire to the extent that the trailer is a total loss, the trailer is to be classified as a SWO.

2.2 Water damage criteria

A motorbike that has been fully immersed in water (including fresh, brackish or salt water) for any amount of time is to be classified as a SWO.

A trailer (including a caravan) that has been immersed in water (including fresh, brackish or salt water) to the chassis or frame for any amount of time is to be classed as a SWO.

2.3 Vehicle stripping criteria

A vehicle (motorbike, trailer or caravan) is to be classified as a SWO if it has:

- been stripped of any parts, panels or components such as motor, transmission, wheels, covers, guards, fuel tanks, seats, suspension, brakes, handle bars (as applicable to the type of vehicle); and
- by reason of that stripping it is a total loss.

3. Structural Criteria – Motorbikes

3.1 Frame

If the frame has been loaded such that individual structural element(s)/member(s) have been structurally fractured, cut, cracked, buckled and/or folded onto itself, then the frame has an area of structural damage.

Each different and separate area of damage to the frame must be counted separately.

Additionally, if the frame of a motorbike is damaged to the extent that it requires Original Equipment Manufacturer (OEM) replacement, the vehicle is to be deemed a SWO.

3.2 Suspension

If the suspension has been damaged by impact, other than scratching, then the suspension has an area of structural damage.

4. Vehicles Damaged by Corrosion

While it does not form part of these criteria, the Transport Operations (Road Use Management—Vehicle Registration) Regulation 2010 provides criteria for vehicles that are damaged by corrosion.

The criteria that applies for corrosion is where a notifiable vehicle has been damaged by corrosion to the extent that the vehicle's fair salvage value, when added to the cost of repairing the vehicle for use on a road or road-related area, would be more than the fair market value for a vehicle of equivalent make, model and year of manufacture that is not damaged by corrosion, the vehicle must be classified as a SWO.

5. Nomenclature guide

The technical terms used in this guide are consistent with the nomenclature used in the Damage Assessment Criteria for the Classification of Statutory Write-Offs – Passenger cars and light commercial vehicles, as published by Austroads (Page 21), available on-line from www.tmr.qld.gov.au.