

TERMS AND CONDITIONS – REGIONAL VEHICLE INSPECTIONS

A Comprehensive Inspection or a Pre Purchase Inspection will give you an overview of the general condition of a motor vehicle. The inspection report relates to the condition of the vehicle at the time of the inspection. The condition of the vehicle can change with normal wear and tear, driver abuse, neglect, or unforeseen deterioration of internal components. Where engines and other mechanical assemblies have been cleaned prior to inspection, it may not be possible to detect oil leakage. The inspection is based on a visual external examination of components only. Components are not dismantled to examine internal parts. Some vehicle faults can be diagnosed only by dismantling the engine or are intermittent in operation and not evident from an external examination at time of inspection. Some vehicle faults may be disguised or hidden by the use of additives, modifications or other faults.

The inspection of body condition is confined to a visual examination of the exterior of the body.

If the service history of the vehicle is unknown, we suggest you have all the oils and filters changed including fluids such as radiator coolant and brake fluid. Any services required should be costed prior to the purchase of the vehicle. Some additives may mask engine wear and oil consumption therefore, it's advisable to operate the engine using the manufacturers recommended lubricants. A Comprehensive Inspection differs from a Pre Purchase Inspection in that it incorporates a more detailed inspection of brake components. See the "brakes" section further on.

GENERAL SUMMARY

This section of the report conveys the overall condition of the vehicle. Consideration is given to the age of the vehicle, kilometres travelled and the number and nature of defects found.

Road Test Performance

The road test provides a valuable method to assess the overall performance and driveability of the vehicle under operating conditions. Unless a suitable slippery road surface is available to test 4WD operation, vehicles with selectable 4WD are not driven in 4WD to avoid risking damage to the vehicle drive train. Testing 4WD operation in any vehicle is not performed where special tooling, test equipment and/or procedures are required. The mechanical components of the engine, transmission, brakes, steering, and suspension are assessed for performance and noise. The speedometer is checked for operation, but not accuracy. Road testing is conducted up to the legal speed limit within the local area. Due to speed limitations it may not be possible to test the torque converter lock up clutch or overdrive operations.

Transmission

The transmission is examined externally for signs of damage and oil leakage. The only oil levels checked are those fitted with a dipstick (excluding sealed dipsticks). The operation is checked during the road test for abnormal noises and gear changes, which may indicate excessive wear of internal components. Driveline joints are checked for wear (where accessible). In some vehicles, operational noises are encountered. These are sometimes noticeable only with a certain speed range and may be characteristic of the model. Where such noises are noticeable, the report will indicate if they are considered excessive

Engine and Associated Equipment

The only oil levels checked are those where a dipstick is provided. The condition and performance of the engine is assessed by listening for abnormal mechanical noise and looking for oil-smoke. Oil consumption or sludging/carbonising cannot be measured during the inspection. Oil use can only be determined by operating the vehicle over an extended distance. Our assessment of excessive oil consumption is based on visual signs. If any oil burning is suspected, we suggest that a controlled oil consumption test be conducted.

If the vehicle is under warranty, the dealer should be informed of the test. A catalytic converter can prevent oil smoke being detected. Some vehicles exhibit noises which are characteristic of the model. The report will indicate when such noises are considered excessive.

The cooling system is pressure tested where possible and assessed by an external examination of the radiator, radiator cap, hoses, water pump, and fan belt. The engine cylinder head and block are checked for signs of failure, but the internal coolant passageways cannot be inspected for corrosion or build-up of deposits. Also, if the temperature gauge or warning lamp shows an overheating condition, this may indicate an internal fault requiring further investigation. The cooling system hoses tend to deteriorate from the inside. If you purchase a vehicle of considerable age, it is advisable to renew all hoses. It is also recommended the cooling system be flushed and the manufacturers recommended corrosion inhibitor/anti-freeze is added to the system.

The ignition and fuel delivery systems are visually inspected and the general performance and external condition of the components noted. Ignition voltages, fuel flow, and delivery pressures are not checked. The exhaust system is checked for signs of leakage, impact damage, security of mountings, and advanced corrosion. Exhaust systems tend to corrode from the inside, and the extent of any internal corrosion may not be detectable during the inspection.

Engine cam Belts are not inspected. If the engine is fitted with a camshaft drive belt, check the service records to ensure the belt has been changed as specified by the manufacturer. If records are not available, we recommend the belt be changed to avoid costly engine repairs.

Compression Assessment

Some modern engine designs make a conventional compression test impractical. This test is not included as part of a vehicle inspection. We believe it is unnecessary to measure cylinder pressures to establish if there is a problem, and rely on other means of assessing cylinder condition. An engine, which has cylinder compression problems, generally displays symptoms such as rough running or a distinct misfire particularly at low rpm, excessive piston ring blow-by and may also show signs of oil burning. Suspension and steering

The suspension, steering and driveline components, including chassis and sub frames are examined for damage, corrosion and wear (where accessible).

Ball joints and bushes are checked for abnormal movement and damage to protective boots. Shock absorbers are checked for operation, damage, leakage and security of mountings. The steering system is checked for excessive free play, binding or harshness. During the road test, steering operation is checked. Power steering components are checked for fluid leakage, operation, general wear and security of mountings. The wheel alignment is not measured.

Body

The examination of the exterior of the body involves inspecting for rust, panel and paint work damage, panel repairs and body part alignment. The body alignment is not measured. Parts are not removed and all comments are based on visual examination. Where a vehicle shows signs of major repairs we will comment on the finish and areas of poor panel alignment. Previous panel and/or repairs may have been performed on the vehicle and although we have provided comment on the body and paint, the comments are based on a cursory check and may be affected by adverse visual conditions. Good quality repairs are not usually obvious and if defects are found and reported there may be others less obvious or concealed defects not reported and for which we accept no responsibility. The chassis and wheel alignment are not measured nor confirmed as correct as special workshop equipment is required. Where previous repairs have been carried out and/or further checking is recommended it will be noted. Minor body, upholstery and trim defects such as cosmetic related panel and paint repairs, minor panel dents, paint chips and scratches are not recorded. You should satisfy yourself in this respect. Convertible Roof operation is checked unless roof material or mechanism is deteriorated or damaged; then the roof will not be operated. Exterior items, including windows, door locks, and mirrors are examined for damage and function. Supplementary restraint systems (SRS) are not tested for operation, however the SRS is visually inspected by checking in-built warning systems where fitted.

Electrical and Ancillary Equipment

Electrical items are checked for operation and performance. Gauges and instruments are not checked for accuracy. Dash and/or accessory lights may not be identified. General wiring condition is visually examined for safety and security. Computerised equipment and accessories such as electronic control units, GPS, DVD players, radios, aerials, reversing sensors and telephones are not tested. Air conditioning is checked for operation, abnormal noises, obvious leaks and security of components however due to unfavourable ambient conditions, system efficiency and climate control may not be accurately assessed.

Brakes

The brake components are examined for external fluid leakage and adjustment. General operation is assessed during the road test.

Tyres and Wheels

All tyres are examined for visible damage, mismatching and wear. Wheel rims are examined for damage and corrosion however minor chips and scratches may not be noted. Spare wheels may not be inspected if specialised equipment is required or access is impaired.

COMPREHENSIVE INSPECTION ONLY

Provided special equipment is not required, wheels and brake drums are removed as necessary to determine the condition of brake linings, pads, drums and discs. Measurements are recorded on undersized brake components only. In some cases park brakes will only be checked for function if they are internal types that require disassembling, and may not be visually inspected for condition. Seized components are not removed. Hubs/drums with single use nuts are not removed