

Each fault or offence has a pre-determined score based on the severity of the fault or seriousness of the offence.

Road usage exposure is calculated using the total vehicle kilometres travelled by the operator's fleet for each month.

The older an event is, the less impact it has on the final score, relative to other events of the same type.

Applying a multiple passed COF factor prevents the COF score from being manipulated by putting "good" vehicles through COF more than required and increasing the score by obtaining additional COF passes.

The raw score is the sum of the age-weighted inspection scores, divided by the sum of the age weights

Truncation sets a maximum limit on the raw score to stop extremely large scores from skewing results.

This step meets the requirement of the algorithm that only ratings for operators who have had a roadside inspection should have a roadside inspection score included in their rating and that, on average, there should be no advantage or disadvantage to having had a roadside inspection. This is achieved by ensuring that the mean RID score is equal to the mean final score for those operators that have had a roadside inspection.

