

## MISSING SEATBELT TRIM COVERS = FAIL

“The condition of interior fittings, controls, and surfaces in the passenger compartments of a motor vehicle must be maintained so that the likelihood of injury to occupants is minimised.” That comes from the Interior Impact Rule and it’s about making sure people don’t get hurt by objects inside the vehicle.

In this case it means the seatbelt anchorages. The anchorages in the images are in head strike zone if the vehicle braked suddenly. In the bottom image, the seatbelt anchorages have a cover over them, minimising the likelihood of injury. In the top image the likelihood of injury to the occupants has not been minimised, with the bolts exposed – this is a fail item.



## ISSUING A COF WITHOUT A COL OR TSL

A CoF cannot be issued to vehicle that requires but does not have a CoL or a TSL.

- A vehicle that requires a certificate of fitness (CoF) will also require a certificate of loading (CoL). **You cannot issue a CoF to a vehicle that does not have a CoL** (except for light rental service vehicles that are not passenger service vehicles).
- No certificate of fitness shall be issued in respect of any transport service vehicle unless the vehicle inspector has been notified of the transport service licence number under which the vehicle is being operated. That is, **if a vehicle is operated in a transport service, the vehicle operator (driver) must give you their TSL number.**

## CHARGING FOR COF B CHECKSHEETS ORDERED FROM WICKLIFFE

Wickliffe have now run out of the CoF B checksheets that were paid for by the Transport Agency as part of the CoF changes on 1 November 2014. The Transport Agency paid for these as part of the project costs to help new providers more easily meet their obligations and requirements as CoF inspectors.

Running out of this stock means that further orders will be on a cost recovery basis. This means you will be required to purchase stock from now on.

Wickliffe have advised the price going forward will be \$86.45 plus GST per carton of 500.

## Amended wording on *Notification of chassis rating letter*

For clarity, a note has been added to the top of the *Notification of chassis rating letter*.

**THIS DOCUMENT DOES NOT MEAN A VEHICLE COMPLIES WITH ANY STANDARDS OR REQUIREMENTS, EG BRAKING OR EMISSIONS – FOR THESE, COMPLIANCE MUST BE PROVED SEPARATELY.**

## VIRM AMENDMENTS

The last VIRM amendment was on 1 March 2016 and contained:

- Clarifications to seatbelt requirements in motorhomes
- New inspection requirement around bolt-in tow-eyes

The next VIRM amendment is due on 1 November 2016 and will include general items and changes as a result of the new Vehicle Dimensions and Mass Rule that is currently consultation (see article below).

## DRAFT VDAM RULE RELEASED

On Friday, 8 July, Associate Minister of Transport Craig Foss announced that the draft Vehicle Dimensions and Mass Rule (2016) was available for public consultation.

The Vehicle Dimensions and Mass Rule (2002) has had many amendments since it was first established so it was timely to review and refresh it to ensure New Zealand's heavy vehicle requirements continue to be met. Freight and passenger levels are expected to increase significantly in the next 20 years, and it's important that we prepare now for this increase.

The draft VDAM Rule has been rewritten to make it easier to understand, with several changes that are designed to enable heavy vehicles to carry more in fewer trips. Of key interest for vehicles inspectors are the proposed changes to mass, width and height dimensions.

The main benefits of the proposed changes are:

- Further enable "more freight on fewer trips" by better utilising the existing size and weight envelope available to heavy vehicles.
- Support easier take up of safety, emission and electric vehicle technologies by providing access to a wider range of vehicle suppliers that build to dimension and mass limits accepted in other jurisdictions.
- Allow road controlling authorities (RCAs) greater flexibility in permitting and also standardise the treatment of loads under permit to reduce compliance costs.
- Further increase compliance incentives by reducing weighing tolerance thresholds and increasing distance able to redirect a vehicle for weighing purposes.
- Provide for more effective planning in the safe movement of the largest overdimension loads.

Your feedback is important to us and we'd like to hear your thoughts on the draft Vehicle Dimensions and Mass Rule (2016).

Submissions are open until **5pm, Friday 12 August 2016**.

A copy of the draft Rule, along with an overview, supporting documents, and information on how to make a submission is available on the NZ Transport Agency website [www.nzta.govt.nz/vdam-2016](http://www.nzta.govt.nz/vdam-2016).

If you have any questions please contact the review team at [VDAM\\_reform@nzta.govt.nz](mailto:VDAM_reform@nzta.govt.nz).

## AXLE SHOCK ABSORBERS WITH SHOCK STRAPS

Some shock absorbers have an addition of shock straps fitted. This is to provide an additional 'spring' for the shock absorber and is most useful in rapid unload situations (eg logging and containers).

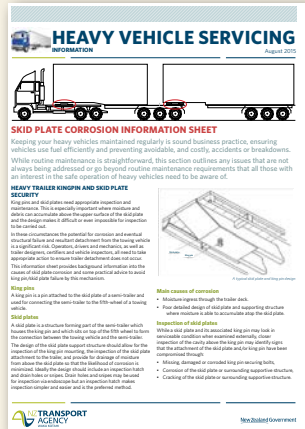
These aren't designed to avoid potential failure – they are in addition to the current suspension, not a modification, so aren't in the VIRM and aren't an inspection item.

If a vehicle's shock absorbers have shock straps on some, but not on others, this can't stop you from issuing a CoF.



# SKID PLATE CORROSION INFORMATION SHEET

In August last year the Transport Agency released an information sheet on skid plate corrosion. This information sheet provides background information into the causes of skid plate corrosion and some practical advice to avoid king pin/skid plate failure by this mechanism. To download a copy of the information sheet visit the Transport Agency website at [www.nzta.govt.nz/resources/heavy-vehicle-servicing-skid-plate-corrosion](http://www.nzta.govt.nz/resources/heavy-vehicle-servicing-skid-plate-corrosion).



# TOW-EYE INFORMATION SHEET

In February this year the Transport Agency released a safety alert about bolt-in tow eyes. This safety alert was issued by the NZ Transport Agency following recent incidents where heavy trailers have separated from the towing vehicle, specifically where the drawbar was fitted with a bolt-in tow-eye which pulled out. To download a copy of the information sheet visit the Transport Agency website at [www.nzta.govt.nz/vehicles/choosing-the-right-vehicle/choosing-and-operating-a-heavy-vehicle/servicing](http://www.nzta.govt.nz/vehicles/choosing-the-right-vehicle/choosing-and-operating-a-heavy-vehicle/servicing).



# NEW COF TECHNICAL BULLETIN

A new technical bulletin was added recently to give clarification and explanation about the identification and inspection of these tyres.

## Technical bulletins (CoF)

### 6 Michelin X Multiway tyres

#### Information

##### Reference

- Heavy vehicles 10-1 Tyres and wheels
- Heavy PSVs 10-1 Tyres and wheels.

##### Clarification

Michelin X Multiway tyres are like a cross between directional and normal highway tyres however the direction of rotation can be in either direction - meaning the tyre fits into the normal highway tread type classification.

The arrow with the larger head indicates the manufacturer's preferred direction of rotation for the tyre, optimizing tread wear performance. The manufacturer recommends that, especially when new, tyres marked with a bi-directional arrow should be run in the direction of rotation indicated by the larger arrow head.



However, if a tyre marked with the bi-directional arrow shows an irregular wear profile, (for example, a sloped wear pattern) then it may be turned on the rim and run in the direction of the smaller arrow head with no detriment to any other performance criteria. In cases such as this, the manufacturer recommends that all tyres on the same axle should be turned on the rim such that all arrows face in the same direction.

##### Inspection

A vehicle presented that has these tyres is subject to the usual in-service requirements for normal highway tread type tyres.

- Despite the manufacturer's recommendation, there is no reason for rejection if the bi-directional arrows do not face in the same direction.
- There is no reason for rejection if tyres with bi-directional arrows are mixed on the same axle with other Normal Highway tread type tyres.
- Tyres with bi-directional arrows cannot be mixed with asymmetric or directional tyres.



For general enquiries or contact information about the Transport Agency please check our website [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

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We welcome your feedback. Please send any comments to:

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