

CHILD RESTRAINTS

When a car is presented for a WoF inspection with a child restraint held in place by a seatbelt, the seatbelt must be inspected fully. In most cases the restraint will not need to be removed so the seatbelt can be inspected. If the restraint does need to be removed, care should be taken to ensure that it can be re-fitted as it was presented.

If you have concerns that you may not be able to refit the restraint, you should check with the driver before removing it as specialist installation may be required and they may have an urgent need to transport children.

If you do remove the restraint you should notify the person in charge of the vehicle that it has been removed during the inspection, and ask that they check to ensure that it has been re-fitted correctly before it is next used. Also record a note on the check sheet.

If you have removed and are unable to re-fit the restraint, we also suggest that you make it obvious that the child restraint seat is not properly secured either by turning it upside down or by placing a prominent notice in the driver's position.

Whilst it is the parent's responsibility to ensure their child is properly restrained, it is easy not to realise from the outside of the car if the seatbelt has been released and not re-fastened, as it is not in sight, so a little communication can go a long way here.



ON REFLECTORS

All vehicles require a pair red rearward facing reflectors (or just one in the case of motorcycles). Inspectors should check the operation of reflectors using their inspection lamp to make sure that they meet the requirements found in the VIRM. Some common problems found are reflectors missing after light clusters have been changed on utes and trailers and also reflectors fading to white, especially on older model Toyota Hiace vans and mid-90s Holden Commodores.



KEEP AN EYE OUT FOR FAKE LVV PLATES

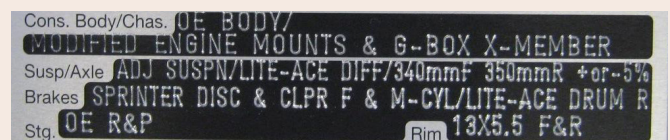
There have been a few instances where a VI has spotted a vehicle with fake LVV plates. This will be either to avoid the certification fee or to have modifications that could not be certified.

A tell-tale sign that the plate is fake is the engraved text – the lettering on a real LVV plate is well spaced out, not tightly bunched, and the wheel rim size never includes the inch symbol (“).

If you are unsure if the plate on the vehicle you are inspecting is fake you are welcome to send a photo of the plate to the LVVTA office at info@lvvta.org.nz, or give them a call on 04 238 4343.



Detail of **fake** LVV plate showing poorly spaced text and the inch symbol (“).



Detail of **real** LVV plate showing well spaced, clear text and no inch symbol (“).

1 July
2015

VIRM amendment

ELECTRONIC STABILITY CONTROL INSPECTION

A new **VIRM: In-service certification (WoF and CoF)** amendment came into force on 1 July 2015 and covers changes relating to **Land Transport Rule: Light-vehicle brakes Amendment 2014**.

From 1 July 2015:

- an electronic stability control system fitted to a vehicle of class MA, MB, MC or NA must be maintained in good working order and not be removed.

Check the amendment **List of changes** online. You can also download the **List of changes and preview package**.

This amendment only affects light vehicles - including light passenger service vehicles.

FUTURE CHANGES

The amendment Rule also sets out the following dates from which used vehicles coming into New Zealand are required to have ESC:

- used class MC vehicles (four-wheel-drive SUVs and off-road vehicles) inspected at the border from 1 March 2016
- used class MA vehicles (passenger cars) with engine capacity greater than 2 litres inspected at the border from 1 March 2018
- all other used light passenger and goods vehicles inspected at the border from 1 March 2020.

VIRMs will be updated to reflect this as the changes come into force.

The next amendment is scheduled for 1 November 2015 and will include Land Transport Rule: Omnibus 2015 and general changes.

CHARGING FOR RE-CHECKS WITHIN 28 DAYS OF FAILED INSPECTION

A reminder to vehicle inspectors and inspecting organisations.

You **can't charge for a re-inspection fee within 28 days of the first inspection**, even if the repairs for the failed item or items were carried out off site.

The VIRM says: "Where a vehicle fails a WoF inspection, no additional fee is payable for any subsequent inspection by the same inspecting organisation for the purpose of the same certification, if such application is made within 28 days of the first inspection for the issue of the evidence of vehicle inspection."

A fee is payable for an inspection if the vehicle is presented **after** the 28 days have lapsed.

See the VIRM **Introduction 3-9 Collecting fees** section for more information or read section 9(3) of **Land Transport (Certification and Other Fees) Regulations 2014**.

You can't charge a
re-inspection fee
within 28 days of
the first inspection



For general enquiries or contact information about the Transport Agency please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

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UNISYS

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(for problems with user access codes and passwords)

We welcome your feedback. Please send any comments to:

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