

WoF news

VEHICLE CERTIFICATION UNIT

May 2006 Issue 9

Warning



From 1 September 2006, WoF online will no longer operate on Windows 95.

Furthermore, Microsoft has announced that it will no longer support Windows 98 and Windows ME, which means that these operating systems have a limited life. We recommend you upgrade them before July 2007.

Re-inspections

In October 2005, the Vehicle Certification Unit introduced 'unannounced vehicle re-inspections' at inspecting organisations. This involves a Land Transport NZ reviewer re-inspecting specific safety areas of vehicles that have recently been, or are in the process of being, inspected. There are three possible outcomes of a re-inspection – no faults found, minor infractions found, or serious safety infractions found. Inspecting organisations are not immediately penalised for faults found, although remedial action may be recommended.

In general, the industry has responded positively to the introduction of re-inspections.

Between 17 October 2005 and 8 February 2006, 112 vehicle re-inspections were conducted. No faults were found in 63 percent of the re-inspections conducted, minor faults were found in 33 percent of re-inspections, and serious safety faults were identified in four percent of re-inspections.

Serious safety infraction notices were issued for the following reasons:

- The vehicle inspector failed to identify a broken wheel stud,

damage to a wheel rim and a broken headlamp. The inspector failed the vehicle for torn steering rack boots, but issued a WoF to the vehicle before the repair was carried out.

- The vehicle inspector failed to identify damage to the critical vision area of the windscreen, a frayed front right-hand seatbelt and the front left-hand seatbelt not retracting.
- The vehicle inspector did not jack the rear axles during the inspection and failed to identify twisted seatbelts and incorrect headlamp beam angles.
- The vehicle inspector failed to identify frayed, twisted seatbelts, a broken seatbelt buckle, incorrect headlamp beam angles and mismatched tyres on the rear axle.

Minor infraction notices were issued at 37 re-inspections. These infractions included:

- incorrect use and setting of equipment to check lights (beam-setters)
- failing to identify incorrect dip rates on headlamps
- failing to identify moisture in lights
- failing to identify exhaust leak
- failing to identify signs of visible corrosion in vehicle structure
- failing to identify stickers on prohibited areas of glazing.

The most common faults relate to lighting requirements. This indicates the need for clarification of (and training on) lighting requirements in the certification industry.

Your vehicle has failed its warrant of fitness because of a noisy modified exhaust

This brochure is out of stock and will not be reprinted in its current form. So, if you have ordered copies, our apologies, but they can't be supplied at present.

Checksheet retention

WoF checksheets that record a fail need to be retained on your files for at least one year. Please ensure you don't dispose of them any earlier.

Hazard lamps on braking

Some vehicles are set up so a hard brake application causes the hazard flashers to operate temporarily. This is allowed by some of the lighting standards. You should not fail a vehicle on this basis alone as hazard flashers are not part of the WoF inspection.

Re-branding

Some changes have taken place since the Land Transport Safety Authority (LTSA) ceased to exist. All LTSA logos (on signs or documents) need to be replaced with the new Land Transport NZ logo. To do this, follow these instructions:

1. Go to www.e-see.com.
2. Register (if you are not already a registered user).
3. Search for 'land transport' in the database (see 'search' at top left-hand corner).
4. Go to 'request access', enter the required details, and send. Make sure you give a reason for wanting to use the logo. Your details will be forwarded to our national office for approval.

You will receive an email with a user ID and password that allows you to access and use the official logo in the format that suits you best. To make sure you use the logo correctly, please read the Land Transport NZ interim identity guidelines on the site. It explains how to align the logo, what space to leave around it, how big or small you can use it, etc.

When a WoF expires

Following a failed WoF inspection and expiry of the WoF, the vehicle can only be used if it is safe to drive and the use is:

- to get it repaired for a WoF, including getting a quote for repair
- to have it inspected.

There is no time limit on this.

The 28-day period provides time to have the previously failed and repaired items re-inspected without incurring a further charge from the same inspecting organisation.

Possible locations for an LVV certification plate

In section 3 of the introduction to the current VIRM, it states that the LVV plate must be placed under the bonnet.

This has now changed. Where there is insufficient space within the engine compartment to enable the LVV certification plate to be fitted and remain clearly visible, it may be placed in one of the following locations:

- Within the passenger compartment on the vehicle's A or B pillar.
- In a sedan – on the rear bulkhead or other prominent position within the boot area.
- In a van with an engine cover in the passenger compartment – on a non-removable panel steel part of the engine cover or seat frame.
- In a vehicle with a raised floor – on the vertical area of a step behind a door.
- In a hatchback or station wagon – on the spare wheel well which is accessible without the use of tools.

Happy hunting!

While you're looking for that

...keep an eye out for rusted chassis rails in 1997–99 VT Commodores. The AA is reporting an increase in this condition.

Below is a photo of rails from a couple of vehicles that had been removed as part of the repair. The perforation corrosion is quite obvious.



WoF online help

XTRA — phone 0800 000 533 (for problems with accessing WoF online)

TRC — phone 0800 804 580 / fax 06 354 6931 (for problems after you've accessed WoF online)

UNISYS — phone 0800 243 687 (for problems with user access codes and passwords)

TRC — phone 0800 108 809 (for phone inquiries from members of the public)

VCU — phone 0800 587 287 (for technical assistance and reporting staff movements)

feedback...?

We welcome your feedback. Please send any comments to:

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