

VIRM ENTRY CERTIFICATION CHANGES

Changes resulting from the industry group meetings

26 JULY 2021

Changes to be published on, and be effective from, 9 August 2021.

BACKGROUND TO THE CHANGES

Page	Change
Introduction 7 Inspection premises and equipment	<ul style="list-style-type: none">• Seatbelt and seatbelt anchorages equipment 1-metre straight edge, spirit level, plumb bob. This equipment is not used in general entry certification and is only used to carry out CoF PSV entry. The equipment will remain mandatory for CoF PSV entry.• Minimum underbody inspection area specifications and running gear equipment Motorcycle only sites: remove the requirement for these sites to have axle stands and replace trolley jack with suitable motorcycle lifting equipment.• VIN equipment Remove Letter and number stamps. These are no longer required as they are very rarely used. Most modern vehicle manufactures use a recognized VIN number and do not need additional application of a VIN or chassis number. Modern chassis construction makes hand stamping difficult and VINs that are required to be fitted are applied using the approved method and format that does not include stamping.
Inspection and certification 8-1 Service brake and park brake	<ul style="list-style-type: none">• The VIRM currently requires inspection of the brake fluid at the master cylinder reservoir and the brake callipers/slave cylinders. This was historically appropriate as brake systems that used to be common were not sealed as well as modern systems and would allow higher levels of moisture ingress. Almost all vehicles now entering the fleet have a brake system that effectively prevents the ingress of moisture into the brake system. The brake fluid is highly unlikely to be contaminated in the service brake system before it is contaminated in the master reservoir.
Inspection and certification 8-2 Inspection specifications	<ul style="list-style-type: none">• Changes as per brake fluids above.• Brake pad thickness is an important part of a vehicle safety inspection as brake pads that are worn too low will have significantly affected braking performance. The existing entry certification brake pad thickness requirements are based on the recommended limit for larger vehicles like cars/utes. Motorcycles often have a lower recommended minimum thickness of their brake pads than these vehicles and as such should not have the same requirements. The minimum brake material thickness requirements for motorcycles will be amended to manufacturers specifications if available and an additional line to reflect that will be added to Table 8-2-1.• TRW Aftermarket has been added to the list of approved brakes friction material manufacturers. TRW's brake pads are standards approved to UNECE R.90

SCREENSHOTS OF THE CHANGES

Introduction

7 Inspection premises and equipment

1.2 Minimum underbody inspection area specifications

Available options At least one of the following as applicable		Vehicle class		
		LA, LB, LC, LD	LE, MA, MB, MC, MD1, MD2, NA	MD3, MD4, ME, NB, NC, TC, TD
Trolley jack and axle stands		Suitable lifting equipment	WoF only	n/a
Vehicle hoist		n/a	✓	n/a
Inspection pit	Width	n/a	0.8 – 1.0m	0.8 - 1.0m
	Depth	n/a	1.3m	1.3m
	Length	n/a	4m	Side entry: 10m End entry: 15m

1.3 Equipment

Equipment	Vehicle class			
	LA, LB	LC, LD	LE, MA, MB, MC, MD1, MD2, NA	MD3, MD4, ME, NB, NC, TC, TD
Seats and seatbelt anchorages				
1m straight edge	n/a	n/a	PSV entry only	
Spirit level	n/a	n/a		
Plumb bob	n/a	n/a		
Calibrated torque wrench (see Reference material 74)	n/a	n/a	✓	
Running gear				
a) Two-post vehicle hoist (with sufficient capacity)	Suitable lifting equipment	Suitable lifting equipment	any one of a, or b	c
b) Four-post vehicle hoist with built-in jacking mechanism (with sufficient capacity)				
c) Inspection pit and industrial quality trolley jack				

VIN				
VIN embossing machine	✓	✓	✓	✓
Glass etching equipment	n/a	n/a	✓	✓
Letter and number stamps row deleted				
Rivet gun	✓	✓	✓	✓
An instrument for analysing exhaust emissions as prescribed in Introduction 8 (1.6) below	n/a	n/a	✓	✓

Inspection and certification

8-1 Service brake and park brake

Reasons for rejection	Tables and images	Summary of legislation
<p>Condition, performance and modification</p> <p>9. Brake fluid in the master cylinder reservoir, or at remote locations, shows signs of dirt or contamination.</p>		

8-2 Inspection specifications

Technical information	Procedure	Tables and images
<p>Entry-level brake inspection process for class LC, LD, LE vehicles, and group M or N light vehicles</p> <p>The vehicle inspector must personally carry out the brake inspection of all vehicles according to the following specifications. The alternative method for motorcycles may be used if the vehicle inspector is unfamiliar with the disassembly or reassembly of the braking system.</p> <p>Master cylinder</p> <ol style="list-style-type: none"> 1. Check the condition of the brake fluid in the master cylinder, and calliper or wheel cylinder reservoir for contaminants. If there are visible signs of dirt, moisture or other contaminants in the fluid, the fluid must be replaced. 2. Check the master cylinder for leaks. 		

Table 8-2-1. Limits for wear on brake friction material

Material	Minimum thickness
Disc pads	3.0mm
Shoe linings (bonded)	2.0mm
Shoe linings (riveted)	2.0mm above the head of the rivet minimum thickness
Motorcycle disc pads and shoe linings	Manufacturer's minimum specification, if available, otherwise the general limits above must be used.

Technical information Procedure **Tables and images**

Figure 8-2-1. Recognised brake friction material manufacturers (Note 7)

