

# Inspection news

## for vehicle inspectors and certifiers

Issue 15

April 2024

### Message from Nicole



Kia ora,

We've had a busy start to the year. In this issue of Inspection News, you'll read about an inspecting organisation that we suspended for issuing over 500 WoFs without inspecting the vehicles.

These vehicles are potentially unsafe to drive and a risk to the driver, their passengers and other road users.

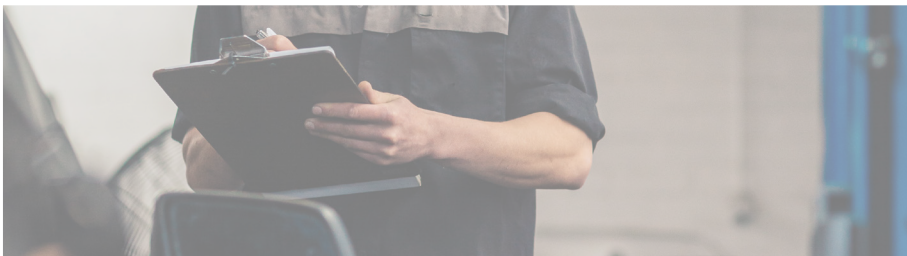
As I've mentioned before, most IOs are doing a great job, so when we find cases like this, we're acting quickly to protect the integrity of the vehicle inspection system and keep the vehicles and people who use them safe.

I invite you to read more about it in this issue, about a replacement for WoF online and other important updates that you need to know.

Ngā mihi,

Nicole Botherway

Senior Manager Safer Vehicles



### WoF quiz

- 1 An airbag can be permanently disabled on a vehicle that is at least \_\_\_\_\_ years old, as long as the modification is \_\_\_\_\_
- 2 A flexible hydraulic brake hose must have an end fitting that is \_\_\_\_\_ or \_\_\_\_\_
- 3 A flexible suspension bush must not be significantly \_\_\_\_\_, \_\_\_\_\_ or \_\_\_\_\_
- 4 All the tyres on a 2002 Class MA vehicle, that is capable of exceeding 30Km/h, and was first registered in NZ after 1 October 2002, must be of the \_\_\_\_\_ \_\_\_\_\_
- 5 An exhaust system must be fitted with a \_\_\_\_\_ of \_\_\_\_\_

Answers are on the last page.

### Regulatory

## Inspecting organisation suspended for issuing WoFs without inspection

We suspended the authority of an independent inspecting organisation based in Taihape and one vehicle inspector from issuing WoFs.

After a recent review of the organisation, we found that over 500 WoF labels were issued and sent to vehicle owners across the country without a vehicle inspection. These vehicles are potentially unsafe to drive.

We contacted all affected vehicle owners to let them know their WoF was cancelled (revoked) and they need to get a new one to drive their vehicle legally.

We'll continue to investigate the inspecting organisation and consider legal action.

## We're delaying the registration plate amendment originally planned for 1 March 2024

### VIRM

## Registration plate amendment update

We previewed the introduction of a registration plate inspection for WoF and CoF in late December 2023.

After this, we received feedback from the industry and trailer manufacturers. We recognise there are a lot of questions relating to this aspect and we're delaying the introduction of the registration plate inspection.

In the meantime, we'll be addressing the questions raised and providing better clarity around how vehicles can comply (primarily trailers). We'll consider the option of a staged or longer implementation timeframe to make it easier to comply.

We appreciate the feedback that has been provided to date.

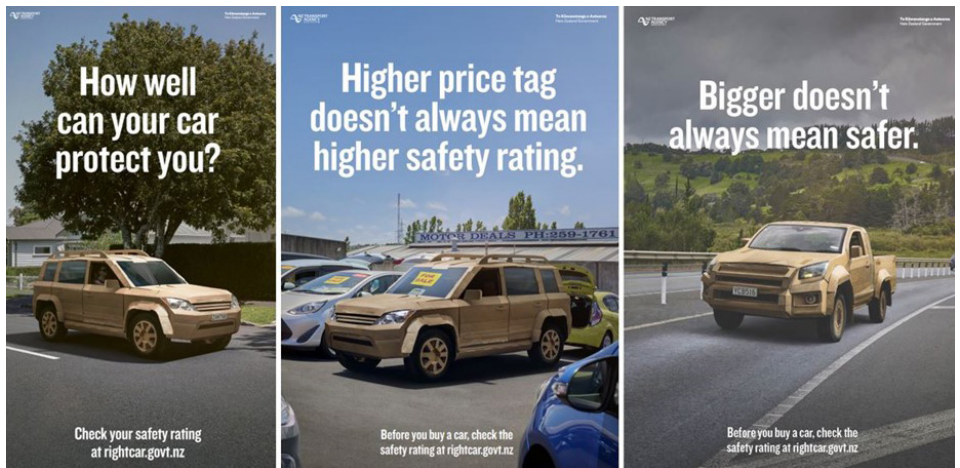
Once we're able to provide more information, we'll send a new VIRM preview, allowing further opportunity to provide feedback.

### WoF

## VIRM reversal

We have reversed a recent VIRM amendment preventing left-hand drive all-terrain vehicles (ATVs) from getting a WoF, while we consider the best settings going forward.

This means that from 23 April 2024, being a left-hand drive ATV is no longer a reason for rejection.



### Safety

## Vehicle safety ratings campaign

Have you seen our new vehicle safety advertising campaign?

Launched in mid-February across a range of channels, the advertising aims to improve awareness of vehicle safety ratings and get people to look them up on the Rightcar website.

The ultimate goal is to help get more people into safer vehicles to reduce deaths and serious injuries (DSIs) on our roads.

The new campaign features a range of 'cardboard' vehicles, highlighting peoples' vulnerability in low safety-rated vehicles and address misconceptions about what makes a vehicle safe.

Vehicle safety ratings is the best way to know the level of protection a vehicle provides people in a crash. Evidence shows people are twice as safe in a 5-star safety rated vehicle than in a 1-star safety rated vehicle. Our analysis also shows there are high safety-rated vehicles available in most price brackets and categories.

Your support in telling people about vehicle safety ratings is greatly appreciated. Please visit Rightcar for more information and encourage others to do the same.

[Rightcar.govt.nz](https://rightcar.govt.nz)

### CoF

## Alternative repair procedures for B-pillar cracks

An alternative repair procedure for B-pillar cracks can be found on the RepairCert NZ website.

### RepairCert NZ - Technical Bulletin

We're currently setting up a process for repair certifiers to be able to complete these repairs and certify under a limited heavy category. Certifiers approved to do this will be listed on the RepairCert NZ website.

### Extension of CoF regime

We're also going to allow an extension of the current CoF regime up until 1 June 2024. This means that if a minor crack is identified at CoF inspection, a CoF can be issued to allow time for owners to have it repaired.

## Safety

### **New crash avoidance videos**

There's a new video series on our Rightcar website to help improve awareness and understanding of the key crash avoidance features that help keep people safe on our roads.

We encourage you to watch and share the videos.

The short, animated videos recognise people can make mistakes. You'll follow 'Sam' on various journeys discovering how features like automatic emergency braking (AEB) and lane keeping systems can help prevent crashes.

The safety features we chose for the videos can help avoid the most common crash types in Aotearoa New Zealand.

While crash avoidance features can prevent a crash, a safety rating is the best indication of how a vehicle will perform in a crash. So we recommend people consider both when choosing a vehicle. It's easy to find this information on [Rightcar.govt.nz](http://Rightcar.govt.nz).

#### **Crash avoidance features videos**

If you want to know more about crash avoidance features, sometimes known as driver-assist systems, you may be interested in the following related research:

#### **Potential for AEB to reduce road fatalities**

#### **Driver-assist systems and young drivers**

#### **Calibration of advanced driver assistance systems on modified vehicles**



## VIRM

### **Look out for unusual VIN plates**

Fifty blank VIN plates have been stolen from a vehicle inspection site in Whangarei. Please keep an eye out for incorrect style or misaligned stamping on VIN plates.

If you notice anything unusual, please follow the reasons for rejection in the in-service VIRM.

#### **1-1 VIN and chassis number**

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## CoF

### **Industry alert on chassis cracks**

We issued an industry alert in February to warn heavy vehicle specialist certifiers and heavy vehicle service providers about the risk of cracks forming in perforated chassis rails.

#### **Industry alert: Risk of cracks in perforated chassis rails**

#### **Key points for service providers**

Heavy vehicle service providers should make sure:

- chassis rails are inspected at every opportunity, especially near load anchor points like log bolsters or container twist locks, and mounting points for other heavy equipment like hi-abs or cranes
- any repairs are completed according to the manufacturer's instructions, where available
- any modifications meet certification requirements.

#### **Key points for certifiers**

- Make sure the HVEL certification (LT400) for a log bolster attachment confirms the chassis rating remains valid, or a new chassis rating and HVEC certification (LT400) must be issued.
  - Consider all conditions of loading in your assessment, including unusual conditions such as side loading from the towing connection or a 'piggybacked' trailer.
  - Follow good design practice by assessing critical areas, for example avoiding points of high stress concentrations. See *Appendix B of AS3990-1993* for more information.
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## VIRM

### **April VIRM amendments**

We're publishing two groups of amendments this April.

On 1 April we updated the *VIRM: In-service certification* with a group of minor changes.

On 30 April, we'll be updating the *VIRM: Entry certification and VIRM: Entry certification (new light vehicles)* to align with changes to the Land Transport Rule: Vehicle Exhaust Emissions 2007.

#### **VIRM amendments**

## Safety alert: Heavy full trailer drawbar hinge pin failures

We issued a safety alert after several failed drawbar hinge pins resulted in failures of the drawbar and trailer separation. This safety alert applies to all heavy full trailers with drawbar hinge kits.

### [Safety alert: heavy full trailer drawbar hinge pin failures](#)

The key points of the alert are:

- Check your vehicle daily.
- If you find any defects, the assembly should be repaired immediately, and any faulty components replaced.
- The hinge connection should be checked at every vehicle service inspection.

We're assessing failed pins to determine how to manage this risk. We'll update this alert on our website as more information is available.

[nzta.govt.nz/hinge-pin-alert](https://nzta.govt.nz/hinge-pin-alert)

## [WoF](#)

## WoF Online replacement coming this year

As we said in the previous *Inspection news*, we're working on a replacement solution for WoF Online.

We're developing a new modern application that's more intuitive and easier to use. It'll give more flexibility in accessing the system to enter inspection results.

WoF Online has 20,000 warrants of fitness (WoFs) and pre-delivery inspections (PDIs) entered by inspecting organisations each day. It's an essential system used to keep the vehicles on our roads safe, so it's important we provide a modern and updated solution for the industry to use.

In the first release of the WoF Online replacement, planned for later in 2024, vehicle inspectors will be able to record the outcome of WoFs and PDIs on the new system in a similar way they do now. There'll be a transition period to manage the migration of inspecting organisations on to the new system.

We're working with the industry and the Motor Trading Association (MTA), and already tested mock-ups of the screen flows with a few inspecting organisations to make sure it'll work well for vehicle inspectors.

We'll keep you updated on our progress and will communicate with inspecting organisations throughout the programme. We're planning to run workshops where we'll show you how the new system will work and share training material with you. We'll also update the VIRM to reflect the changes.

If you have any questions about this, please contact us on [modernisingvehiclecertifications@nzta.govt.nz](mailto:modernisingvehiclecertifications@nzta.govt.nz)

## [WoF](#)

## WoF online reminders

### How to use the WoF Online 'Pass Recheck' mode

If a vehicle fails a WoF and is then repaired on your premises, you shouldn't enter separate pass and fails into WoF online (for example, a vehicle fails for a broken headlamp bulb, which you replace).

Instead, you should use the 'Pass Recheck' mode of WoF online. Pass Recheck can record a fail and a pass in one go, freeing up administration and documentation time and allowing you to get on with other work.

There are VIRM instructions on this and a set of handy WoF online posters (including one on the Pass Recheck mode) that you can download and print. Remember to have some WoF online instructions handy as these are checked at review.

### [VIRM instructions](#)

### [WoF online posters](#)

### Enter inspection results on day of inspection

It's important that you enter inspection results on the same day of the inspection, even if the vehicle isn't leaving on that day.

### Refund for old WoF and CoF books

Since 1 October 2023, when the changes to regulatory funding, fees and charges happened, Bluestar has been refunding old label books (part or full books).

If you haven't yet, we encourage you to return your old stock for a refund before 30 June 2024. You can do this by ordering a prepaid courier bag on the Bluestar portal.

## WoF, CoF

### **Be extra careful when entering odometer reading**

On 1 April 2024, electric vehicles start paying road user charges (RUC). This means inspectors need to be careful entering the correct odometer reading into WoF online or Landata.

An incorrect odometer reading can cause problems for the vehicle owner, the inspecting organisation and NZTA. For more information about RUC for EVs:

[nzta.govt.nz/ruc-ev](https://nzta.govt.nz/ruc-ev)

## CoF

### **Cardan shaft brake performance requirements and sticker**

We recently investigated a roll away incident involving a vehicle with a cardan shaft brake. No injuries were caused by the roll away.

The investigation showed the vehicle had recently passed a CoF but was near the limit of the park brake travel and adjustment. Servicing afterwards ensured the brake could consistently exceed brake force requirements and was safe to continue operating.

The cardan shaft brake must meet the performance requirements in table 8-1-9 and all other requirements.

#### Table 8-1-9

#### **Stickers**

Warning stickers need to be displayed in the cabs of vehicles with cardan shaft park brakes as part of the CoF inspection.

Stickers must be clearly visible to the driver when sitting in the driver's seat. This is a requirement in the VIRM.

[nzta.govt.nz/cardanbrake](https://nzta.govt.nz/cardanbrake)

## Regulatory

### **Change to criminal record check from 1 July 2024**

From 1 July 2024, people submitting inspecting organisation (IO), vehicle inspector (VI), or specialist certifier applications requiring fit and proper checks will need to get their own criminal records from the Ministry of Justice (MOJ) and send it to us with their application.

We currently use the NZ Police Vetting Service to get a report on behalf of applicants. However, we've been informed our applicants don't fit the required criteria and we needed to find an alternative.

We found that an MOJ criminal record is issued faster, free of charge and gives the right level of information. While this adds some work to the process, the benefit is we'll have all the information we need to assess an application as soon as it comes in. This should speed up the application process.

If you already get an MOJ criminal record through your employment checks, you can send us this report with the application, as long as it's less than 30 days old.

#### **Who needs to get a criminal record check**

In most cases, we'll only need the criminal record of new people entering the system. This includes people or organisations whose authority expired or was revoked and are applying to re-enter the system.

If you're a current IO, VI or specialist certifier adding something to your appointment (like an IO relocating or a WoF VI adding CoF A), you won't need to send us your criminal record again.

The NZTA Provider Licensing team reserves the right to ask for an MOJ criminal record when adding to a current appointment. This includes but isn't limited to information received via reviews or complaints.

#### **How to get a criminal record from MOJ**

You can apply online. It's free of charge.

[justice.govt.nz/criminal-records/get-your-own](https://justice.govt.nz/criminal-records/get-your-own)

We'll be updating all our forms and online content to reflect this change.

If you have questions, please email:

[vehicleinspections@nzta.govt.nz](mailto:vehicleinspections@nzta.govt.nz)

## Regulatory

### **Applying to become an IO or VI?**

If you're applying to become an inspecting organisation, make sure your site is ready to be assessed by a certification officer when you submit your application.

The site needs to meet our minimum requirements, have insurance, all the required equipment available or installed and you need to have a quality management system (QMS) in place.

If you're applying to become a vehicle inspector, be prepared for the theory exam and to demonstrate a practical inspection.

We receive many applications from garages or people that aren't ready or prepared. Our turnaround time for applications has improved, so you no longer need to apply months in advance.

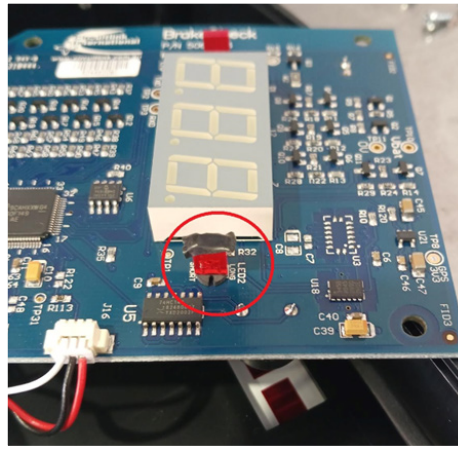
## Changes to lighting standards

Have you noticed lots of different lights popping up as original equipment (OE) on new vehicles lately? Wondering 'how do I inspect these to ensure they are up to VIRM requirements?'. These new lights are legal, but some may test your knowledge of the VIRM.

New lighting standards were introduced by the United Nations Economic Commission for Europe (UNECE) in 2021 and the rest of the world are starting to catch up. The new standards combine and replace some of the older lighting standards. They allow for new lighting technology like OE LED headlight arrays, OE lightbars/strip lights and OE DRLs.

### Regulatory

## Watch out for unauthorised calibration certificates for Circuitlink Brake testers



Workshop Solutions WoF Consultants & Trainers have been issuing calibration certificates for Circuitlink Brake Check devices. They are not authorised by Circuitlink and are using a method which doesn't follow manufacturing instructions.

They are opening the devices (by breaking the tamper buttons covering the screws) and applying black tape to mask the warning light that indicates when the unit needs calibration.

We've asked Workshop Solutions to contact all affected inspecting organisations to let them know their calibration certificates are not valid.

If you have a Circuitlink device, make sure you calibrate it yearly. At review, we'll only accept calibration certificates if they're issued by businesses authorised by Circuitlink that use their approved software. These are the authorised businesses:

- Autotest Servicing New Zealand
- Brake Meter Certification Limited
- George Stock & Company Limited
- Sulco

If you've been impacted by this, please email details about what happened so that we can understand the extent of this problem:

[calibration@nzta.govt.nz](mailto:calibration@nzta.govt.nz)

### Examples



Lights that are made up of several segments (an array), and could include headlights or DRLs, must be treated as 1 unit and the reasons for rejection require 75% of the segments to be working.



Lights that transition across the front of the vehicle and could include OE park, position, or cosmetic lights.



Lights that transition across the rear of the vehicle, and could be combined with other functions, including OE park, position, indicator, or brake lights.

The reasons for rejection say all lights must be fitted in pairs. However, the notes have this important message or similar: 'A vehicle originally manufactured with a XXX lamp arrangement that differs from what is required or permitted in this section may retain the original XXX lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.'

# What the...!

If you come across anything a bit dodgy, send in some pictures with your thoughts and tell us how you dealt with it. Just email [inspectionnews@nzta.govt.nz](mailto:inspectionnews@nzta.govt.nz) with 'Inspection news' in the subject line.

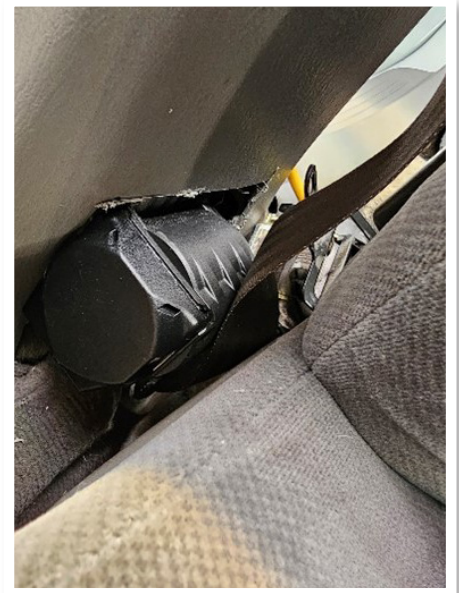


Incorrect seatbelt – check

Slight modification to the trim to make it fit – check

Lay the old retractor behind the seat to plug the pretensioner lead into so the airbag light goes out – check

No one will ever notice



Bob wasn't sure that his first attempt at DIY Metal Kings had gone quite as he intended.

## WoF quiz answers

- |  |                                      |  |                                     |                                   |
|--|--------------------------------------|--|-------------------------------------|-----------------------------------|
| 1. 14, LVV Certified   | 2. Swaged, machine, crimped          | 3. Cracked, damaged, perished                                | 4. Same, carcass, type              | 5. Means, sound, reduction        |
| <u>7-6 Frontal impact airbags</u><br><u>RfR 7 &amp; Note 2</u> | <u>8-1 Brakes, RfR</u><br><u>17g</u> | <u>9-1 Steering and suspension systems,</u><br><u>RfR 7i</u> | <u>10-1 tyres and wheels, RfR 2</u> | <u>11-1 Exhaust system, RfR 1</u> |

For general enquiries or contact information about Waka Kotahi please visit [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

We welcome your feedback. Please send comments to [inspectionnews@nzta.govt.nz](mailto:inspectionnews@nzta.govt.nz)

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