

VIRM: In-service certification (WoF and CoF) amendment

1 April 2023 amendment preview

March 2023

Note that the screenshots in this document are from the new look Vehicle Inspection Portal, which will be live on the evening of Tuesday 21 March 2023.

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General amendments

Introduction

5 Inspection premises and equipment

We are removing mechanical portable brake decelerometers from from the approved brake testing equipment list in the VIRM. They're no longer fit for purpose due to their inability to record and store brake test data and indicate average brake efficiency for the test vehicle as requested in the brake rules.

The following mechanical decelerometers cannot be used by inspecting organisations that are authorised to operate after 1 June 2023. Inspecting organisations that were authorised to operate before 1 June 2023 have until 1 June 2024 to phase out their use and be replaced by an approved electronic decelerometer.

Table 5.5.1. Mechanical decelerometers being phased out June 2024

Manufacturer	Models	Gazette notice details
Bowmonk	Model MkIII Dynamometer	25 August 1960, No 54, p 1281
Tapley	Tapley portable brake tester	7 March 1957, No 20, p 449
Tecalemit	Model No DE 5000 CU Roller brake testing machine	22 February 1996, No 15, p 508
Vane	Vane Bowmonk dynamometer	16 March 1967, No 16, p 384
Weaver	WY-25, WY-30, WY-40S, WY-55, WY-60, WY-70S, WY-75 and WY-76	7 March 1957, No 20, p 449

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Table 5.6.1. Mechanical decelerometers being phased out June 2024

Manufacturer	Models	Gazette notice details
Tecalemit	Model No DE 5000 CU Roller brake testing machine	22 February 1996, No 15, p 508
Weaver	WY-25, WY-30, WY-40S, WY-55, WY-60, WY-70S, WY-75 and WY-76	7 March 1957, No 20, p 449

General vehicles and Light PSVs

5-1 Glazing

Due to the conflicting statements between the VIRM and the Repair Rule (32012) or NZ Standard (AS/NZS 2366:1 1999), VIs are rejecting repairs that are certified by authorised repairers that are acceptable.

To reduce confusion, we're simplifying the wording in the VIRM for repairs inside the Critical Vision Area (CVA).

Condition within the critical vision area (CVA)

9. The critical vision area (CVA) of a windscreen (Figure 5-1-4) is damaged (apart from scratching, surface pitting, small stone marks and certified visible repairs that do not affect the driver's vision).

Note 2

Damage includes any unrepaired damage and attempted visible repairs that unreasonably impair the driver's vision.

10-1 Tyres and wheels

Figure 10-1-6 has been added to show examples of tyre cracks that can be accepted as minor and those more than 25mm long as detailed in RfR 13 (b).

Figure 10-1-6. Sample tyre cracking images

Minor cracking - pass. Make a note on the checksheet about minor cracking



Unacceptable cracking - fail



Light trailers

5-1 Service brake, parking brake and breakaway brake

We're updating the recommended method of checking light trailer brakes in compliance with the *Land Transport Rule: Light-Vehicle Brakes 2002* that was approved in November 2021.

Note 4

The recommended method of checking operation of the brakes is to check the braking components' condition, jacking the vehicle whilst the hand brake is applied and checking to see if the wheels can be turned. This method ensures that all the components are in a state that when the trailer is laden the components will perform in a way that generates adequate brake force to stop the trailer and combination within the legal requirements.

Heavy vehicles

8-1 Service brake, parking brake and heavy vehicle emergency brake

As already mentioned in previous message, from 1 April 2023 vehicles with Cardan shaft park brakes must display a warning sticker in a place visible to the driver.

Reasons for rejection	Tables and images	Summary of legislation
7. A class NB or NC vehicle fitted with a transmission/Cardan shaft park brake does not have a warning label, visible to the driver, advising that a transmission/Cardan shaft park brake is fitted to this vehicle (see Figure 8-1-6).		

Figure 8-1-6. Cardan shaft park brake warning sticker



Modification and repair – heavy vehicles amendments

As discussed in [Inspection news issue 10](#), a large number of pages are being updated regarding what's acceptable for presenting LT400s at a CoF inspection. The change to the *Introduction: 3-1 Duties and responsibilities* and two sample VIRM sections (*Heavy vehicles 3-1 Structure* and *Heavy trailers 8-3 Drawbeam*) are shown below.

A full list of the modified pages is available in the Vehicle Inspection Portal.

[VIRM: In-service certification \(WoF and CoF\) 1 April 2022 amendment](#)

Introduction

3-1 duties and responsibilities

9. Document retention, Advise incorrect certification, Advise vehicle defects [section 2.3(4) of the Rule]

It is a condition of an appointment that a vehicle inspector or inspecting organisation:

a) keeps all records and associated documents relating to vehicle inspections and certifications (including failed inspections) for a minimum period of 12 months (LT400s and other HVS/engineer certificates indefinitely), and

These may be:

- printed and stored, or
- stored electronically, provided:
 - the electronic copy of the document is not changed and is stored in a way that protects the information from being changed (eg saved as a read only file) and
 - the information is readily searchable and accessible if you or Waka Kotahi need it.

b) advises Waka Kotahi as soon as practicable if there is a reason to believe that the inspection and certification of a vehicle has been carried out incorrectly, and

c) advises Waka Kotahi as soon as practicable of a defect in a manufacturer's production run or quality control process of which the inspector or organisation has become aware that may affect the safety performance of a vehicle that has been inspected and certified.

Heavy vehicles

3-1 Structure


Reasons for rejection	Tables and images	Summary of legislation
Modification and repair		
11. A modification or repair affects the vehicle structure and:		
a) is not excluded from the requirements for HVS certification (Table 3-1-2), or		
b) the modification is not for the purpose of law enforcement or the provision of emergency services, or		
c) is missing proof of HVS certification, ie the vehicle has been modified or repaired and:		
i. the vehicle was modified or repaired before the last CoF inspection and no LANDATA record has been entered, or		
ii. the vehicle was modified or repaired since the last CoF inspection and no valid LT400 form from a HVS certifier of category HVEC, or HMCD has been presented.		

Heavy trailers

8-3 Drawbeam

Reasons for rejection	Tables and images	Summary of legislation
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Modification and repair

(see [Note 3](#) )

13. A modification or repair affects the drawbeam and:

- a) the modification is not for the purpose of law enforcement or the provision of emergency services, or
- b) is missing proof of HVS certification, ie **the vehicle has been modified or repaired, and:**
 - i. ~~the vehicle was modified or repaired before the last CoF inspection, and after 1 January 1997 and no LANDATA record has been entered, (Note that before 1 January 1997 certification was required but for inspection purposes the LANDATA record need not be checked); or~~
 - ii. ~~the vehicle was modified or repaired since the last CoF inspection and~~ no valid LT400 form from an HVS certifier of category HVET or HMTD has been presented.