



INSPECTION NEWS

for vehicle inspectors and certifiers

Issue 3 • December 2019

DECEMBER 2019 VIRM AMENDMENTS

Stay up to date with VIRM amendments for December 2019, and remember to update the PRS or QMS that you've read the amendments. A summary of the major changes is below (read the full details on the amendments pages of the vehicle inspection portal).

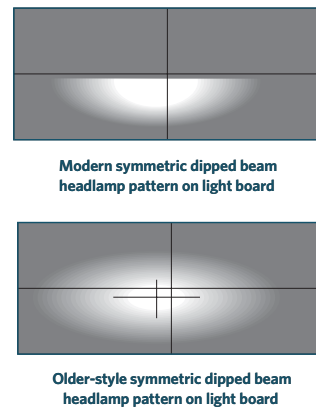
VIRM: IN-SERVICE CERTIFICATION (WOF AND COF)

LIGHTING

We have clarified that **lamp overlays** that reduce or distort emitted light (such as tinted covers) are a fail item. This change is across all relevant lighting sections.

Modern dipped beam headlamps have a different pattern than older style lamps. Figure 4-1-2 has been updated to include both older and modern style dipped beam headlamp patterns that are acceptable.

Table 4-1-1 was also updated regarding dip rates for the modern-style headlamps.



COF ONLY

BRAKES

A new form is now available – **4085D Operator statement of compliance with maintenance requirements for parking brake assemblies**. form and the requirements around it's presentation.

From 27 February 2020, if a vehicle inspector determines the park brake assembly may not be in a safe condition that meets the standards for issuing a CoF, they can request that the 4085D form be presented to provide proof of inspection/servicing in the last two years (once the vehicle exceeds two years from date of first registration in New Zealand, or every CoF from date of first registration if entry certified as a used vehicle).

If an operator does not have a valid 4085D to present, then the vehicle inspector can issue a 28 day permit instead, provided the vehicle would have otherwise passed a CoF if not for the park brake assembly. This allows the operator to get a 4085D that provides proof of inspection/servicing and sound condition.

SEATS AND SEAT ANCHORAGES

Adding clarification to make it clear that non-inspection of seatbelt anchorages where a seat has been removed is allowed for LVV certified seats as well as manufacturer fitted ones.

SEATBELTS AND SEATBELT ANCHORAGES

Seatbelt webbing damage guidance has been added by way of a new set of images under Figure 7-5-7. This assists vehicle inspectors by explaining whether light or moderate damage to seatbelt webbing should pass or fail.



TOWING CONNECTIONS

- A high rise towball is not allowed to be fitted to a heavy vehicle (exemption required to be fitted).
- Clarification that prior to 1 December 2016 an engineer's job file number could have been used on a certification plate instead of an LT400 number.

DECEMBER 2019 VIRM AMENDMENTS (CONTINUED)

VIRM: ENTRY CERTIFICATION

The fuel consumption information across the VIRM has been largely rewritten and rearranged and includes:

- Steps for verifying and entering information amended
- details on how to enter information where the fuel consumption is less than 2.0
- Fuel consumption information for importers is moving to the FuelSaver website. If you have any queries from importers or customers, direct them to <https://importer.fuelsaver.govt.nz>

The electronic stability control technical bulletin has been updated to ensure clarity around the requirements of electronic stability control for LVV vehicles.

It is intended that this applies only for LVV vehicles manufactured, assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle), where the vehicles were not originally fitted with an electronic stability control system and are certified in accordance with the Low Volume Vehicle Code.

VIRM: HEAVY VEHICLE SPECIALIST CERTIFICATION

This amendment incorporates the *Heavy Vehicle Manufacture and Repair Code of Practice* (MRCOP), previously found on the NZ Truck-trailer Manufacturer's Federation website.

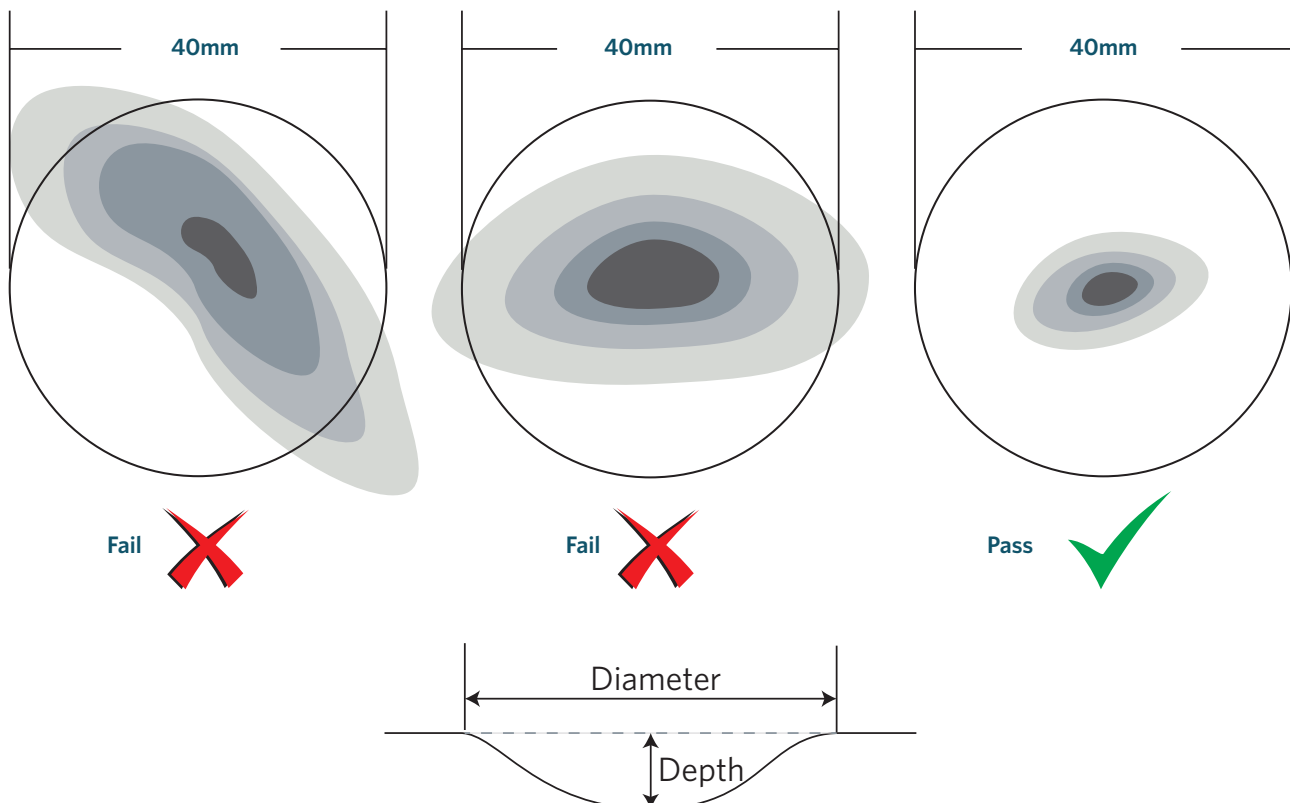
MRCOP has been developed to assist the industry in enabling a timely and affordable repair for straightforward and common repairs, reduce down-time to operators, and allow routine and repetitive repair and manufacturing tasks without requiring direct involvement of a heavy vehicle engineering certifier. It is designed to ensure that heavy vehicles are both safe and compliant.

In addition to MRCOP, some other smaller amendments to the VIRM have also been published - including a new section on **minimum file content**. This specifies the Transport Agency's expectation around the minimum information that should be held on file for each piece of certification work.

STRUCTURAL INTEGRITY AFTER HAIL DAMAGE

On 9 December 2019 the Transport Agency issued a small clarification to the structure sections of the VIRM: In-service certification (WoF and CoF) regarding hail damage and vehicles' structural integrity particularly around the pillars and Cant rails.

Dents smaller than 5mm deep and 40mm in diameter (to the outer edges of the crease), such as those caused by hail, in the pillars, cant rail or any other similar roof structure, should not be considered to affect the vehicles structural integrity. Any damage larger than above should be referred to a repairer for additional information.



MORE REVOCATION NOTICES FOR CERTIFICATIONS ISSUED BY PETER WASTNEY ENGINEERING LTD

Recently, we wrote to Heavy Vehicle Specialist Certifiers (HVSCs) and CoF Inspectors with information about further revocations related to certifications issued by Peter Wastney Engineering Ltd (PWE). Peter Wastney was suspended from issuing certifications in 2017 and revocation of certifications began in early 2018.

Previously, revocation notices were issued for certifications up to 10 years old. The Transport Agency is now issuing further revocation notices as part of the wider programme of work to ensure safer vehicles on our road.

For more information, including the background of the revocations, please visit our website at: www.nzta.govt.nz/pwer-revocation

WHAT HVSCS NEED TO KNOW

Revoked vehicle components will require inspection and recertification. Where issues are found, please use your best judgement to determine whether a towbar, drawbar or drawbeam can be repaired or must be replaced.

Towbars and drawbeams: vehicle owners have an exemption to continue operating a vehicle with a towbar or drawbeam attached but are not allowed to tow anything until the revoked component is recertified.

Affected vehicles have until 31 May 2021 to be recertified – this is also the date that exemptions expire.

Until that date, vehicles with towbars and drawbeams cannot be used to tow. After that date, all impacted vehicles cannot be used at all until recertified.

Drawbars: trailers with drawbars attached must be recertified before use, with an exemption that they may only be used for the sole purpose of travelling for inspection, recertification, and repair/replacement where:

- the trailer is unladen (not carrying anything), and
- it is used solely for the purpose of bringing it into compliance, and
- it is safe to be used unladen (no visual cracks, fatigue or other damage to the drawbar).

WHAT COF INSPECTORS NEED TO KNOW

Vehicle owners affected by this decision will receive a letter with more details including information on renewing the CoF. They have been told to present the letter if taking the vehicle for a CoF before the towbar, drawbar or drawbeam is recertified.

Towbars and drawbeams:

- Vehicle owners with revoked towbars and drawbeam can renew the vehicle's CoF without having the component recertified up until 31 May 2021.
- The towbar or drawbeam still can't be used until it is recertified and CoF inspectors should remind vehicle owners of this.

Drawbars:

- Vehicle owners with revoked drawbars cannot use the trailer with the drawbar attached until the drawbar is recertified, unless it is for the sole purpose of recertification or repair/replacement.
- CoFs cannot be issued for revoked drawbars until they are recertified by a heavy vehicle specialist certifier with a 'HVET' qualification.

Information recorded by PWE is poor and there may be vehicles with towbar, drawbar or drawbeam certifications issued by PWE that we are still not aware of.

If CoF inspectors come across a PWE towbar, drawbar or drawbeam that is not revoked, please contact the Transport Agency by emailing details of the vehicle to info@nzta.govt.nz, with the subject line 'PWE towing component for revocation'. Please note that the vehicle can only fail a CoF for having a PWE towbar or drawbeam if the vehicle owner has received a notice of revocation from us in writing and the exemption dates have expired.

TAKATA ALPHA AIRBAGS WILL BE A FAIL ITEM IN 2020

The compulsory recall of Takata Alpha airbags technically ends on 31 December 2019.

While all vehicles are required to have been remedied by then, current indications show there are likely to be several thousand vehicles still on the road after the compulsory recall has finished.

After 31 December 2019, the recall moves to the jurisdiction of the NZ Transport Agency and we will 'ban-flag' remaining vehicles in the LANDATA database. WoFs will not be able to be issued to these vehicles.

This action has been determined to be the most appropriate response after all other options were exhausted during the compulsory recall. We need to address the significant safety risk posed by Alpha airbags.

There has been high-profile media coverage about Alphas airbags becoming a WoF fail item, and advance warning provided to owners via social media. We will continue to provide public updates via social media and websites.

However there will be some people who are still unaware of this issue, so information will be available to help inspectors help their customers. We'll provide a printable flyer that outlines what customers need to do to get their Alpha airbags replaced (vehicle manufacturers will continue to replace Alpha airbags at no cost to customers) to enable them to then get a WoF.

Ban-flagging will only apply to Takata Alpha airbags. Takata non-Alpha airbags are still under voluntary recall and there are currently no plans for non-Alpha airbags to affect WoFs.

Until vehicles are ban-flagged and the VIRM updated, no further action on Alpha airbags is required from inspectors.

Need to know:

- Affected vehicles will be ban-flagged in LANDATA early in 2020.
- Inspectors will be advised through the usual channels (VIRM and vehicle inspection portal) when vehicles have been ban-flagged and WoFs won't be able to be issued to them.
- Information to provide to customers will be available.
- It's important you enter the WoF in LANDATA before you put a new WoF sticker on a vehicle.

Enter registration plates or VIN(s)

This lookup tool will allow you to search for all vehicle makes and models which are currently affected by the compulsory Takata Alpha airbag recall in New Zealand: **BMW, Honda, Isuzu, Lexus, Mazda, Nissan, Subaru and Toyota.**

This tool will be regularly updated as new information is received from manufacturers about affected vehicles.

Only use this lookup for vehicles already "complied" for use on New Zealand roads - *not new imports.*

You can process multiple registration plates or VINs at the same time - up to at 1,000 in one go.

ABC123

SEARCH RECALLS **CLEAR SEARCH**

Download results

ABC123 AFFECTED - DO NOT LIST

What you need to do depends on the results from this search:

- **AFFECTED - DO NOT LIST**
This vehicle is under compulsory recall. It cannot be legally offered for sale by a vehicle trader. If you're a vehicle owner:
 - the vehicle distributor in New Zealand will contact you when replacement parts are available to complete the recall
 - you should contact the supplier, or a manufacturer's representative such as a local dealership, if you have any questions or concerns.

Example showing how vehicle comes up with a match on Rightcar

Is your car under compulsory recall?

Check for Takata Alpha airbags at rightcar.govt.nz

Consumer Protection NZ TRANSPORT AGENCY

Example of flyer

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

We welcome your feedback. Please send any comments to:
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 NZ Transport Agency
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