



INSPECTION NEWS

for vehicle inspectors and certifiers

Welcome to the new newsletter

Welcome to the first issue of the NZ Transport Agency's new newsletter *Inspection news*. This newsletter replaces *WoF news* and *CoF news* and is aimed at all vehicle inspectors and certifiers including WoF, CoF, entry, repair and heavy vehicle specialist certifiers.

Submissions, suggestions and feedback are welcome, just email vehicles@nzta.govt.nz with your thoughts and ideas.

In this issue

- Safety alerts, notices and recalls
- Regulatory compliance review
- 4WD strut spacer warning
- Reading an LVV certification plate
- Do we have your correct details?
- Sign up for news
- Vehicles awaiting WoF or CoF
- What is historic value
- By the numbers
- Closing or selling your inspection business

Change to ordering process

From **1 April 2019** the forms and labels (like WoF and CoF labels, checksheets and LT400s) you order from Wickliffe through ECOS and by phone will be managed through a new online system with Blue Star.

This means there'll be a new process to follow when ordering label and forms (and any other stationery) – you'll no longer be using ECOS but will instead be using the **Blue Star publications portal**.

You will shortly receive a letter from us outlining the changes and with instructions on how to set up your account the new system. Keep an eye out for the letter in the mail (a version will also be published on the **[change in ordering process page](#)**).

Vehicle inspectors can no longer be endorsed by inspecting organisations

From **1 March 2019** the NZ Transport Agency stopped accepting vehicle inspector applications endorsed by the inspecting organisation.

That means we no longer accept the V11A application form for WoF or the V15A application form for CoF from this date.

Individuals applying to become a vehicle inspector after 1 March 2019 must use the V11B application form for WoF or the V15B application form for CoF. They must provide evidence that clearly shows they meet the qualifications and experience requirements in the *Vehicle inspection requirements manual* (VIRM) and the V11B and V15B.

RECENT VIRM AMENDMENTS

Make sure you have kept your PRS/QMS up-to-date by keeping up with the latest VIRM amendments.

VIRM: IN-SERVICE CERTIFICATION

- 1 June 2018
 - general amendment
- 19 October 2018
 - BVL seatbelts
- 1 November 2018
 - general amendment
- 23 November 2018
 - Trailpro TP5 and TP8 recall
- 27 November 2018
 - BVL seatbelts update

VIRM: ENTRY CERTIFICATION

- 1 June 2018
 - general amendment
- 19 October 2018
 - BVL seatbelts
- 1 November 2018
 - general amendment
- 27 November 2018
 - BVL seatbelts update

VIRM: HEAVY VEHICLE SPECIALIST CERTIFICATION

- 9 April 2018
 - rescinding of HVSC memos and their incorporation into the VIRM
- 1 November 2018
 - clarification about occupant protection modifications and HVSC certification requirements
- 6 March 2019
 - clarifications about welding and welding qualifications

Safety alerts, notices and recalls

A number of safety alerts, notices and recalls have been released in the last few months. It is important that you are aware of them and are familiar with their content.

DOWNLOAD

Safety alerts can be downloaded from the Transport Agency website at www.nzta.govt.nz/vehicle-safety-alerts, or if you are reading this online, by clicking the images.

SAFETY ALERT

Updated February 2019

TOW BARS CERTIFIED BY PATRICK CHU (TRANSPORT & STRUCTURE LIMITED)

The NZ Transport Agency has issued this safety alert advising that tow bar connections certified by Auckland based Mr Patrick Chu (Transport & Structure Ltd) have been revoked from today (21 December 2018).

Tow bars on heavy vehicles (including small trucks, tipper trucks, motor homes and goods' vans) certified by Patrick Chu (Transport & Structure Ltd) have been revoked from 21 December 2018 due to urgent safety concerns.

Mr Chu applied the wrong assessment standard which means the tow bars were incorrectly certified. This means that during the current period of certification the trailer could detach from the vehicle (including the safety chain).

The vehicles' ability to tow any load has been revoked until the tow bar is re-certified.

Please identify if your vehicle's tow bar was certified by Patrick Chu. Vehicle owners are asked to check their tow bar for the '2C' on a certification plate indicating it has been certified by Mr Chu. See the example plate photo.

If you cannot see plates on your vehicle, or you are otherwise unsure whether the tow bar on your vehicle was certified by Patrick Chu, you can find out by calling the NZ Transport Agency contact centre and providing your registration plate number.

The contact centre has a list of all tow bar certifications issued by Patrick Chu and will be able to tell you whether one relates to your vehicle. Contact the NZ Transport Agency contact centre on 0800 699 000.



New Zealand Government

SAFETY ALERT

SEATBELTS IMPORTED BY BVL (BUSINESS VENTURES LIMITED)

Updated November 2018

The NZ Transport Agency has issued this safety alert advising vehicle owners who have retrofitted seatbelts to check the seatbelt labels following safety concerns. Investigation and subsequent testing identified critical defects in BVL (Business Ventures Limited) seatbelts manufactured by Changzhou BWD. Further investigation identified non-compliance with BVL seatbelts manufactured by Changzhou BWD. Three seatbelts imported and identified by BVL have been sold by retailers throughout the country.

The NZ Transport Agency is advising people that if BVL seatbelts (manufactured by Changzhou BWD or Jiang Su Jiu Jiu) are fitted into vehicles, they must be replaced with seatbelts that meet NZ standards. If you have retrofitted vehicle importers to fit a vehicle for its importation (not for export) you must ensure that the seatbelts are identified in a vehicle's (GAP) inspection.

The fitting of the seatbelts requires certification by a Certified standard fit testing and auditing by the Transport Agency. The original equipment seatbelts into passenger cars. However, they are not allowed to be used in motorhomes, buses, and vans - including some purchased new in New Zealand agents. They are also commonly used to replace original equipment built-in belts that have been damaged or lost by a vehicle importer (VMI/GAP).



Close-up of the seatbelt label showing the manufacturer's name and other details.



A person wearing a seatbelt in a vehicle seat.

Action required

- Review your vehicle and determine if your three-point seatbelts (Belted-in, please contact Business Ventures Limited on info@bvl.co.nz or 09 534 4734.
- If the seatbelts are fitted to the driver's seat, advice is to not use the vehicle until replacements are fitted. If fitted to the VMI or GAP inspection if these seatbelts are identified in your vehicle's (GAP) inspection, it is not safe to allow passengers to use these seats.
- If your vehicle has an affected seatbelt please contact your retailer for advice on the steps to be taken to replace the seatbelts.
- Feedback regarding BVL seatbelts or all other enquiries or questions related to this should be directed to the Transport Agency on 0800 699 000.



New Zealand Government

HEAVY VEHICLE SERVICING

SAFETY ALERT

TOWING CONNECTIONS CERTIFIED BY RICHARD 'DICK' JOYCE (RIJ)

This safety alert has been issued by the NZ Transport Agency following the identification of issues during audits of towing connections (drawbars, drawbars and towbars) certified by Dick Joyce (RIJ) of Tasman SV Consulting Ltd and Dick Joyce Consultants Ltd.

Issues have been identified in drawbars, drawbar and towbar certifications by Dick Joyce (RIJ). Independent reviews have identified that some were not adequately designed for the loads to which they had been certified or have been incorrectly issued that could result in failure.

We are currently undertaking a detailed analysis of files related to towing connections certified by Dick Joyce (RIJ). In the meantime, we recommend all owners and operators of vehicles with drawbars, towbars or towbars certified to NZS 3404 and NZS 3447 by Tasman SV Consulting Ltd or Dick Joyce Consultants Ltd (DICK JOYCE) to take the following steps for the duration of this safety alert:

1. If present, have the towing connections cleaned and inspected immediately.

The Transport Agency has revoked the certification of several towing connections when there were serious safety concerns, and it is possible that your vehicle's towing connection is one of these.

Action required

- Review your files for Dick Joyce Consultants Ltd or Tasman SV Consulting Ltd was the company that provided certification of any drawbars, towbars or towbars that follow the instructions below:
- Check for initial RIJ on the component's certification plate.
- All RIJ towing connections (drawbars, towbars or towbars) inspected daily for signs of cracks or failure, paying particular attention to any welded or bolted areas.
- If any signs of cracks or other failure are present on the towing connections, the vehicle's use as a combination vehicle must be discontinued until the components have been replaced with certified components.
- Repeat these inspections regularly (daily or before each trip) if a crack is not apparent initially.
- Do not attempt to repair any cracks, but do address the root cause of the failure.
- Feedback regarding cracks or other failures on any components certified by Dick Joyce (RIJ) and any other enquiries or questions related to this should be directed to the Transport Agency on 0800 699 000.



New Zealand Government

HEAVY VEHICLE SERVICING

SAFETY ALERT

SKID PLATE FAILURES ON REFRIGERATED SEMI-TRAILERS

This safety alert has been issued by the NZ Transport Agency following an on-road incident where the skid plate on a MaxTRANS refrigerated semi-trailer failed due to internal structural cracks, resulting in the semi-trailer partially separating from the towing vehicle.

This safety alert applies to all refrigerated semi-trailers. In modern refrigerated semi-trailers, much of the strength comes from the structural steel (not from traditional chassis rails). Accordingly, in these semi-trailers, the skid plates are generally attached to the chassis rails, which provide additional support. Depending on the design, high cyclic loading can eventually cause fatigue cracks.

The development of fatigue cracks can be difficult to identify without careful inspection. Because of this, there is a risk of a sudden failure after a trailer has been in service for several hundred thousand kilometers. The Transport Agency highly recommends operators increase the frequency of periodic inspections of their trailers' skid plate assemblies starting at approximately 300,000km.

While advanced stages of failure may reveal themselves through cracks around the top (or left) inside after a thorough visual cleaning, in most cases, to identify structural failures, it may be necessary to make inspection cuts and a witness.

Several parties may provide inspections in such separate chambers (separated by welds) in the framework. The trailer manufacturer will allow specific instructions on where the inspections are to be located.

Action required

- Contact the trailer manufacturer/specialist certifier with your unique registration number and details of the inspection you wish to have performed. Inspections may be performed by a qualified person (not necessarily a registered engineer) who is suitably qualified to perform a level 2 or 3 inspection.
- There is a high risk of cracking, so do not use the trailer and contact your certifier for advice.
- Do not attempt to repair the cracks on the skid plate assembly yourself.
- Questions related to this should be directed to the manufacturer or the Transport Agency on 0800 699 000.



New Zealand Government

HEAVY VEHICLE SERVICING

SAFETY ALERT

TOWING CONNECTIONS CERTIFIED BY PETER WASTNEY ENGINEERING LIMITED

This safety alert has been issued by the NZ Transport Agency following the identification of failures in towing connections involving drawbars and drawbars certified by Peter Wastney Engineering Ltd.

Several recent failures have been identified in both drawbars and drawbars certified by Peter Wastney Engineering Ltd. Independent reviews of these drawbars and drawbars have identified that they were not adequately designed for the loads to which they had been certified.

The Transport Agency is urgently requesting all operators of drawbars, towbars or towbars certified by Peter Wastney Engineering Ltd to take the following steps for the duration of this safety alert:

1. If present, have the towing connections cleaned and inspected immediately.

The Transport Agency has revoked the certification of several towing connections when there were serious safety concerns, and it is possible that your vehicle's towing connection is one of these.

Action required

- Review your files and determine if Peter Wastney Engineering Ltd was the company that provided certification of any drawbars, towbars or towbars that follow the instructions below:
- If it is identified that these towing connections are thoroughly cleaned and carefully inspected for signs of cracks or failure, paying particular attention to any welded or bolted areas.
- If any signs of cracks or other failure are present on the towing connections, the vehicle's use as a combination vehicle must be discontinued until the components have been replaced with certified components.
- Feedback regarding cracks or other failures on any components certified by Peter Wastney Engineering Ltd and all other enquiries or questions related to this should be directed to the Transport Agency on 0800 699 000.



New Zealand Government

HVSC ADVISORY NOTICE

Stinger steer fifth wheel certifications by Patrick Chu

The Transport Agency has identified several 'stinger steer' fifth wheel vehicles, with a fifth wheel mounted significantly behind the rear axis, that have HVET and HVSC certifications issued by Patrick Chu. These certifications have been revoked due to serious safety concerns.

We have also identified approximately 25 further vehicles that may have been built to the same design. As we review the files related to these certifications, in the coming days, it is likely that some of them may also be revoked. If more vehicles have certifications revoked, the Transport Agency will update the VINs list on this document online at vehicleinspection.nzta.govt.nz/resources/Heavy-Vehicle-Stinger-steer-patrick-chu.

- VINs of vehicles with revoked HVET and HVSC certifications to date are:
- JNCL0FA6A030258
 - JNCL0FA6A030236
 - JNCL0FA6A030277
 - JNCL0FA6A030417
 - JHDF8BPXXX14906

This notice is intended to inform the heavy vehicle specialist certifier (HVSC) community, who may be presented with one of these vehicles for certification, of the issues that led to the revocation and the Transport Agency's expectations for the recertification process.

The primary reasons for revocation were the potential for overloading the chassis and reducing the weight on the front axle to a unsafe level if the fifth wheel is loaded to its rated capacity. However, when recertifying the towing connection and chassis modification it should not be assumed that these are the only issues - the certifier must take responsibility for the safe design of the full chassis modification, including HVSC (if desired) if required.

The HVSC LF40Ds that have been revoked also included a reduction in the vehicle's GVMs from 16 to 16.5 tonnes to 12 tonnes. These reductions were not justified in the certification files. Any recertification of the chassis of these vehicles must include appropriate GVMs to the original or make revised GVMs and the modifications carried out - the Transport Agency expects this to be at or around the original 16 or 16.5 tonnes.

The changes to the GVMs will affect the load anchorage certifications as it will increase the maximum legal payload to the responsibility of the HVSC issuing the HVET LF40D to determine whether their certification affects the existing load anchorage certification - and only if at the increased maximum legal payload the load anchors can be shown to be still compliant with NZS 3447 then the existing HVET LF40D can be retained. If the load anchors can't be demonstrated to be compliant at the increased GVW then the existing HVET certification would be invalidated and the HVSC would be expected to modify and increase the load anchors.

This advisory has been issued by the Transport Agency to ensure the recertification of these vehicles is carried out in a coordinated manner in accordance with appropriate standards and guidelines.



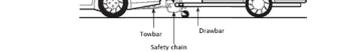
New Zealand Government

Questions and answers: Product Safety Recall: Trailpro Light Trailers sold by Bunnings

What is the Trailpro trailers product safety recall?

The NZ Transport Agency was recently made aware of a safety risk with the Trailpro brand of light trailers, which were sold through Bunnings between 1 January 2006 and 12 October 2018.

The safety risk is related to the trailer's drawbar (see diagram below) which may break at the front where it bolts to the trailer's chassis. Due to the safety risk of the drawbar were to break, Bunnings issued a product safety recall on 22 November 2018.



Which models of Trailpro trailers are affected?

Trailpro 8x4 Trademan - Model number TP8
Trailpro 8x4 Trademaster - Model number TP8

NOTE - Other Trailpro models are not part of the product safety recall.

How do I identify the make and model of my trailer?

- The affected Trailpro models were only sold by Bunnings. You should check your trailer's identification plate, which will show both the make and model, this is located on the outside of the trailer's drawbar near the tow coupling. See an example in the photos below.
- The TP8 has a single axle and a tray size of 8'x4' (2.4m x 1.2m).
- The TP8 is a tandem axle model with a tray size of 8'x6' (2.4m x 1.8m).



New Zealand Government

Is your car under compulsory recall?

Check for Takata Alpha airbags at rightcar.govt.nz

REGULATORY COMPLIANCE REVIEW

In each issue of *Inspection news*, we will provide an update on the Transport Agency's regulatory compliance review.

REGULATORY COMPLIANCE REVIEW OVERVIEW

The past five months have seen a significant increase in compliance actions taken by the Transport Agency.

When the review was announced in October we said that our previous high trust approach to compliance, with a focus on ongoing education to address issues, had failed. Swiftly following this announcement was a roll out of compliance actions that showed the tougher enforcement approach the Transport Agency will take moving forward.

This new approach really comes down to one thing – ensuring the safety of all road users. While non-compliance is a very serious issue, it's important to note that the number of open compliance files – 850 – was very small compared to the overall number of operators who perform a regulatory compliance role in the industry.

Of these 850 open compliance files assessed during the Stabilisation Phase of the review, there have been actions taken in the form of warnings, suspensions, and revocations. The latter has seen individuals and businesses exited from the industry.

These investigations and compliance actions have also resulted in a substantial amount of work to put things right. One aspect has been contacting around 25,000 customers (and counting) who held current warrant of fitness' (WoF) issued by vehicle inspectors (VIs) or inspecting organisations (IOs) who were suspended.

By offering vouchers for a vehicle re-check, we are endeavouring to ensure all vehicles that received a WoF from a suspended or revoked VI or IO are in fact, safe.

Another has been in the heavy vehicle sector where several safety alerts were issued to notify customers of issues relating to components checked by heavy vehicle specialist certifiers. This is particularly concerning from both a safety aspect and the ability of an operator to receive a certification of fitness (CoF).

We also recognise that the proportion of suspensions and revocations are in the minority of your sectors, and not representative of those of you who do a great job and respect what the responsibility of being a VI or certifier involves.

However, we hope that the recent events are a reminder of the important role you play in keeping New Zealanders safe on our roads. Compliance monitoring is increasing which means that any red flags will be followed up on and swift action will be taken.

Alongside the review of open compliance files, we have also started work on the 'Future State' phase. This will shape the organisation's future approach to best practice regulatory compliance. It includes considering:

- how we strengthen entry requirements to the land transport sector,
- toughening up on how we monitor and enforce compliance, and
- the overall strategic and operational aspects of our regulatory role.

The future state of regulation will be rolled out over the course of 2019 and we plan to engage with industry through its development.

Dargaville Diesel QC report findings

The Transport Agency Board welcomed the findings – and unreservedly accepted all recommendations – made by Kristy McDonald QC in her Report entitled 'Independent Inquiry into NZTA's Performance in Relation to Dargaville Diesel Specialists (DDS)'.

The report details 25 recommendations. Ten have already been implemented or partially implemented since the Transport Agency announced its review into regulatory compliance in October 2018. Other recommendations will be incorporated in to the future state of the Transport Agency's regulatory function.

The media release and report (released publicly on February 12) are available to read on the Transport Agency's website.

Patrick Chu recertification update

The NZ Transport Agency has agreed to cover the costs of recertifications and repairs for vehicle owners affected by the revocation of tow bars certified by suspended Heavy Vehicle Specialist Certifier Patrick Chu. It will also be reimbursing vehicle owners who have already paid.

Details regarding the financial support we are providing and the payment process can be found at: www.nzta.govt.nz/patrick-chu

Keep up to date

For more information or questions on the regulatory compliance review, contact us at regulation@nzta.govt.nz or [visit our website](#).

We have also established a call free number, 0800 468 244 for anyone who wants to anonymously provide any information they may have about non-compliance. This phone line is operated independently by Crimestoppers, ensuring full anonymity, and is available 24/7.

Four-wheel drive strut-spacer warning

A common question asked of the Low Volume Vehicle Technical Association (LVVTA) is the legality of coil spring strut spacers being fitted to late model utes and four-wheel drives.

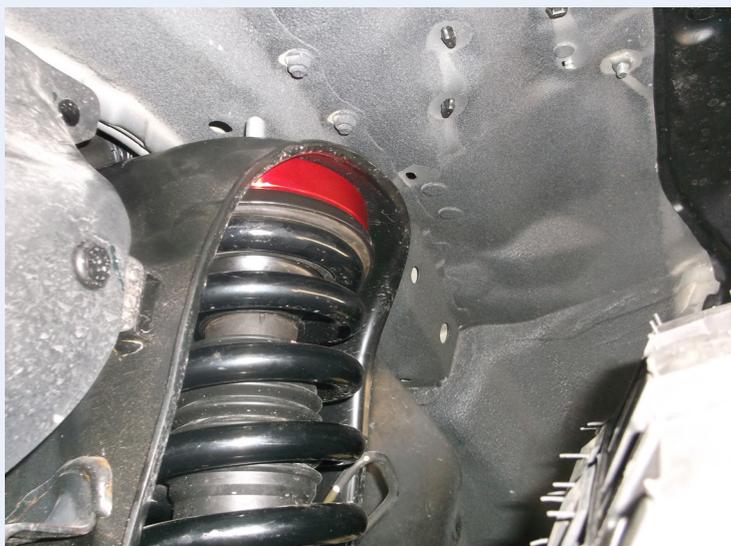
These types of spacers are usually between 25–40mm in height and bolt in between the top of the front strut platform and the vehicle structure, to raise the ride height of the vehicle.

A lot of people incorrectly assume that coil spring strut spacers do not require low volume vehicle (LVV) certification because some leaf spring blocks don't require LVV certification. However, all strut spacers such as this, do require LVV certification. The clarification of this is on the **tables and images tab** of **9-1 Steering and suspension** section in the VIRM. This page lists all suspension modifications that are permitted without LVV certification. Strut spacers are not listed, meaning that LVV certification is required.

LVV inspectors have found multiple issues on vehicles fitted with spring spacers, ranging from ball joint bind through to brake hose and wheel speed sensor wiring problems. There is also concern about the number of brand new vehicles that have been fitted with spring spacers by the dealer, resulting in not only a dangerous modification going unchecked but also in a nasty surprise when the vehicle receives its WoF inspection three years later.

Ball joint spacers, which are also commonly being added to these types of vehicles to correct the top suspension arm angle due to the added spacers, are also a cause for concern due to the added loads they transfer to the suspension arms. There have been multiple cases of cracked and sometimes completely failed upper suspension arms due to ball joint spacers. These modifications not only require LVV certification but may provide a real danger to road users.

If presented with a vehicle which you're unsure about the legality of for a WoF inspection, contact the LVVTA Technical team by phone on 04 238 4343 or email on tech@lvvta.org.nz.



All strut spacers require LVV certification.



This upper suspension arm collapsed under the increased leverage being applied to it due to a ball joint spacer being fitted.



Ball joint spacers such as this increase the load on suspension arms, and as such are not suitable in all instances. LVV certification is required to confirm their suitability.

Reading an LVV certification plate

Ensuring that the details recorded on an LVV certification plate match the vehicle it is fitted to is an important, yet often overlooked part of the WoF inspection process. Legally the plate and vehicle must match, even if some modifications to the vehicle would be under the certification threshold on their own.

WHEELS AND SUSPENSION

Common items that are changed after LVV certification include wheel size and suspension ride height. The suspension height recorded on an LVV certification plate is measured from the centre of each wheel up to the underside of the guard directly above, and is recorded on the plate separately for the front and rear of the vehicle. A 5% plus or minus tolerance is accepted on these measurements. If a vehicle's height is outside of this tolerance, the vehicle is deemed as not matching the plate and should fail a WoF inspection.

For example, if a vehicle's certification plate states a ride height of 300mm:

- 300mm plus 5% is 315mm
- 300mm minus 5% is 285mm
- Therefore the vehicle must be measured as being between 285mm and 315mm to be compliant.

When aftermarket wheels have been fitted or suspension modifications have taken place, the wheel widths and diameter will be recorded on the certification plate. As wheel size markings are often visible on the rear face of wheels, these details can be easily checked. If the size on the plate does not match the size of the wheel on the vehicle, it should not be passed.

Vehicles with coil over adjustable suspension will always have 'Adj' (Adjustable) recorded within the suspension field of the plate, while non-adjustable systems will be recorded as 'Lwr'd' (lowered). A vehicle fitted with adjustable suspension arms will have these noted separately, so as to not be confused with the adjustable coilovers.

ENGINE TYPE

Every LVV certification plate includes the engine type fitted to the vehicle, however engines that have been modified above the threshold (as found in [13-1 Engine and transmission](#) page of the VIRM) will be recorded as 'Mod' (modified) on the certification plate, as per the example above.

It's essential for vehicle inspectors to read the certification plate to ensure that other non-listed modifications have not been made to the vehicle. If vehicle inspectors suspect that a vehicle has been further modified after LVV certification, they can contact the LVVTA Technical team for advice or refer the vehicle to an LVV certifier for inspection.

Low Volume Vehicle Certification Plate

NZ TRANSPORT AGENCY WAKA KOTAHAI

Plate No. 0000NA

Date 29/09/2018

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION INC

Make FORD Model MUSTANG

VIN. 1Z51Z82H555115127 Reg. No. ----- Year 2005

Body Style SEDAN/2-DR/4-ST Chassis rating ----- kg

Cons. Body/Chas. OE BODY/FRONT STRUT BRACE/

Susp/Axle LWRD SUSPN/365mm F 360mm R +/- 5%

Brakes OE

Stg. OE Rim 20X8.5 F/20X10 R

G-Box FORD 5SP MAN Eng.Cap 4600cc Make FORD MOD

Config. V8-OHC Induction F-INJ/S-CHARGE No. N/A

Exemptions -----

Vehicle inspectors shouldn't simply record the LVV certification plate number during a WoF inspection but should confirm that the vehicle matches the information recorded on the plate.

Do we have your correct details?

If any of your details have changed you must notify us as soon as possible.

- Inspecting organisations should email any changes to vehicleinspections@nzta.govt.nz
- Vehicle inspectors should email any changes to inspectors@nzta.govt.nz

Sign up for news

Sign up to make sure you stay up-to-date with the latest VIRM amendments, this newsletter, and any important announcements (such as safety alerts).

On every VIRM page there is a link you can click to sign up to receive news (if your reading this on a screen you can click the image below).

SIGN UP FOR NEWS

[Click here to join our mailing list](#)

Vehicles awaiting WoF or CoF

Remember that a vehicle without a current WoF which is parked on a road may be ticketed.

This could happen to your customers' vehicles at any time and you should make them aware of it. It could also happen if you park a vehicle with an expired WoF on the road before you certify it.

What is historic value?

Entry certifiers and office staff will sometimes field questions about the *LHDVP Application for category A left-hand drive vehicle permit* or an *SIVVP Application for a special interest vehicle permit application* where the applicant is trying to get an exemption on the basis of **historic value**.

Historic value means what it says it means in the Steering Systems Rule. That is, 'having great and lasting importance'. What that means in practice might be, for instance, a vehicle that represents a significant milestone in automotive history, or a vehicle that is particularly famous for some reason (for example, the actual car that James Bond drove in a movie).

Basically, there needs to be something about either the model of vehicle or the particular vehicle that is special beyond just being, for example, high-performance.

By the numbers

Inspection stats for November 2018 - January 2019

TYPE	NUMBER	PASS	FAIL
WoF	1,615,080	69.5%	30.5%
CoF	143,563	84.6%	15.4%

DID YOU KNOW?

Six month WoFs were first introduced in New Zealand in 1935.

Are you closing or selling your inspection business?

Please remember let us know if you are planning to stop being an inspecting organisation.

We will ensure your access is closed at the agreed time to ensure your authorisation is not left open to potential fraudulent use.

Your notice of appointment requires you to advise us, giving 2 months' notice, that you will be ceasing vehicle inspections at your site. This must be done in writing - either via email to vehicleinspections@nzta.govt.nz or via post to Vehicle Inspection Team, Private Bag 11777, 4442.

Your inspecting authority will be cancelled when you are no longer operating as an IO at the site.

Please also remember that if you are buying or selling a business which currently conducts inspecting activities, you are not buying or selling the inspecting authority.

The new owners have no entitlement to conduct inspection activities until appointed.

Any new owners wanting to conduct inspecting activities at the site must apply via the appropriate form and be assessed as suitable to hold the appointment as an inspecting organisation.

You must not provide your IO inspecting authority number to another person or organisation.

Allowing another person or organisation to use your inspecting authority number to issue vehicle inspections is a breach of your obligations as an IO under your Notice of Appointment and a breach of the legislation - it is unlawful.

Please also remember that if you are buying or selling a business which currently conducts inspecting activities, you are **NOT** buying or selling the inspecting authority.



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:

Vehicle Standards
 NZ Transport Agency
 Private Bag 6995
 Wellington 6145
 Email: vehicles@nzta.govt.nz

Copyright: March 2019
 NZ Transport Agency
 NZBN: 9429041910085
 ISSN: 2624-3091