

In-service VIRM (WoF and CoF) update – effective from 1 October 2012

List of changes

Note: This update is electronic only, no printed pages will be issued.

Section	Change description	Link to vehicle inspection portal page
Heavy vehicles		
HV 2-2	<p>Table 2-2-3:</p> <p>Width: provision added for excluding left-side mounted cameras from width measurement (up to 70mm from sidewall).</p> <p>Length: provision added for excluding ferry tie-downs from length measurement (up to 50mm from the front and/or back of the vehicle).</p>	dimensions

Section	Change description	Link to vehicle inspection portal page
Light PSV		
LPSV 5-5	RfR 3, SoL 1: clearly/clear added, ie the interior of the vehicle (except a stretch limousine) must be clearly seen by the driver either directly or indirectly.	psv-drivers-vision
	RfR 4, SoL 1.b): reworded so that persons in the exterior vicinity of the entrance/exit doors must be clearly seen by the driver, either directly, or indirectly using mirrors or closed-circuit cameras.	
	RfR 5, SoL 3: previous closed-circuit camera performance criteria, such as switching between screens, have been deleted. The only new requirement is that the screen for a required camera must operate.	
LPSV 6-2	RfR 4, SoL 3: “and within direct line of sight” added to read: “4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left-front door alongside and within direct line of sight of the driver, does not have a device that warns the driver if the door is not closed properly.”	psv-doors-and-doorways
	RfR 9, SoL 9: wording replaced, now allowing an automatic central-locking device on a small PSV to lock the doors except when the vehicle is stationary (previously, such devices had to be removed or disabled). There are no specific requirements for large PSVs.	
	RfR 17, SoL 10: Note 3 added, to help assess what door closing force is acceptable for power-operated doors (the driver-operated left front door in direct line of sight of the driver is automatically acceptable, as is any door that opens automatically when finding an obstruction).	
LPSV 6-3	RfR 2, SoL 3, SoL 8.b): “slip-resistant” replaces “non-slip” for step and ramp tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.	psv-entry-and-exit-steps,-ramps-and-hoists
	<p>RfR 5.e)(ii) and (iii) added/reworded to correct previous omission and for clarification regarding power-operated wheelchair ramps, now reads:</p> <p>e) if it is power operated, the [wheelchair] ramp:</p> <p>i. has no audible warning while the ramp is extending or retracting, or</p> <p>ii. has no safety system to prevent the vehicle from moving off while the ramp is extended, or</p> <p>iii. cannot be manually deployed and lowered in the event of a power failure.</p>	
LPSV 6-4	RfR 1, RfR 11: footnotes turned into Note 6 (check emergency exit only if it can be done without causing damage) and Note 5 (about not taking into account sliding dedicated emergency exits) respectively.	psv-emergency-exits

	RfR 3, SoL 3: considerable rewording to allow more options for emergency exit operating signage. RfR 3.d) moved to RfR 7.c) (about operating instructions for tilting seats to access a dedicated emergency exit).	
	RfR 4, RfR 8, SoL 4: reworded to cover glass-breaking devices other than just hammers.	
LPSV 7-2	RfR 5, SoL 5: reworded to not require a partition, seat or guardrail in front of a seat that is fitted with a seatbelt.	psv-seating
	RfR 8 and 9, SoL 8 and 9: added to require wheelchair restraints for all forward-facing wheelchair and occupant positions, and backrest head supports for all rearward-facing wheelchair and occupant positions. Retrospective for all PSVs that have entered service as a PSV from 1 July 2000.	
LPSV 7-4	RfR 6.a), SoL 6: “slip-resistant” replaces “non-slip” for aisle step tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.	psv-aisles
LPSV 7-9	RfR 5.b), SoL 4.b): added to allow signage to indicate location of extinguisher if extinguisher is not directly visible.	psv-fire-protection
	RfR 6, SoL 5: added to allow a fire extinguisher to be located inside a compartment under certain conditions (must have readily removable or breakable cover, clearly displayed instructions on how to access the fire extinguisher, driver must be able to confirm that fire extinguisher is present either by the container being sufficiently transparent, or by having an audible or visual alarm alerting the driver that the extinguisher is not in place when the engine in running).	
LPSV 13-1	RfR 4: “fire-resistant” replaces “fire-proof” for fire-resistant lining in the engine compartment. To align with existing SoL.	engine-and-transmission
	SoL 1, SoL 4: reworded to reflect rule about the installation of the engine and the engine compartment, but no effect on existing RfRs.	
LPSV 14-6	Considerable rewording throughout this section to reflect the amended rule which now specifically allows means of securing cargo other than a separate cargo compartment or barrier, which must all be strong enough to hold likely cargo during vigorous maneuvering of the vehicle.	psv-baggage-and-freight-restraints

Section	Change description	Link to vehicle inspection portal page
Heavy PSV		
HPSV 5-5	RfR 3, SoL 1: clearly/clear added, ie the interior of the vehicle must be clearly seen by the driver either directly or indirectly.	psv-drivers-vision
	RfR 4, SoL 1.b): reworded so that persons in the exterior vicinity of the entrance/exit doors must be clearly seen by the driver, either directly, or indirectly using mirrors or closed-circuit cameras.	
	RfR 5, SoL 3: previous closed-circuit camera performance criteria, such as switching between screens, have been deleted. The only new requirement is that the screen for a required camera must operate.	
HPSV 6-2	RfR 5, SoL 3: “and within direct line of sight” added to read: “4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left-front door alongside and within direct line of sight of the driver, does not have a device that warns the driver if the door is not closed properly.”	psv-doors-and-doorways
	RfR 10, SoL 10: wording replaced, now allowing an automatic central-locking device on a small PSV to lock the doors except when the vehicle is stationary (previously, such devices had to be disabled or removed). There are no specific requirements for large PSVs.	
	RfR 20, SoL 11: Note 3 added, to help assess what door closing force is	

	acceptable for power-operated doors (the driver-operated left front door in direct line of sight of the driver is automatically acceptable, as is any door that opens automatically when finding an obstruction).	
HPSV 6-3	RfR 4, SoL 5, SoL 10.b): “slip-resistant” replaces “non-slip” for step and ramp tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process. RfR 9.e)(ii) and (iii) added/reworded to correct previous omission and for clarification regarding powered-operated wheelchair ramps, now reads: e) if it is power operated, the [wheelchair] ramp: i. has no audible warning while the ramp is extending or retracting, or ii. has no safety system to prevent the vehicle from moving off while the ramp is extended, or iii. cannot be manually deployed and lowered in the event of a power failure.	psv-entry-and-exit-steps,-ramps-and-hoists
HPSV 6-4	RfR 1, RfR 11: footnotes turned into Note 6 (check emergency exit only if it can be done without causing damage)and Note 5 (about not taking into account sliding dedicated emergency exits) respectively. RfR 3, SoL 3: considerable rewording to allow more options for emergency exit operating signage. RfR 3.d) moved to RfR 7.c) (about operating instructions for tilting seats to access a dedicated emergency exit). RfR 4, RfR 8, SoL 4: reworded to cover glass-breaking devices other than just hammers.	psv-emergency-exits
HPSV 7-2	RfR 5, SoL 5: reworded to not require a partition, seat or guardrail in front of a seat that is fitted with a seatbelt or facing a longitudinal aisle (eg the rearmost centre seat looking down the bus’ centre aisle). RfR 6, SoL 6: Note 4 added to allow folding sideways-facing seats in areas where seated passengers give up their seats to make way for wheelchairs or push chairs are not required to be fitted with armrests if that row of seats is no more than 1.8m wide. RfR 8 and 14, SoL 8 and 13:”tilted” or ”tilting” added to allow for tilting as well as folding seats fitted in stairwells behind the front axle(includes those seats that are fitted over the top of a stairwell that tilt away to allow access to the stairwell). RfR 9 and 10, SoL 10 and 11: added to require wheelchair restraints for all forward-facing wheelchair and occupant positions, and backrest head supports for all rearward-facing wheelchair and occupant positions. Retrospective for all PSVs that have entered service as a PSV from 1 July 2000.	psv-seating
HPSV 7-4	RfR 6.a), SoL 6: “slip-resistant” replaces “non-slip” for aisle step tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.	psv-aisles
HPSV 7-9	RfR 5.b), SoL 4.b): added to allow signage to indicate location of extinguisher if extinguisher is not directly visible. RfR 6, SoL 5: added to allow an extinguisher to be located inside a compartment under certain conditions (must have readily removable or breakable cover, clearly displayed instructions on how to access the fire extinguisher, driver must be able to confirm that fire extinguisher is present either by the container being sufficiently transparent, or by having an audible or visual alarm alerting the driver that the extinguisher is not in place when the engine in running).	psv-fire-protection
HPSV 12-2	Heavy PSV towbar requirements are now contained in the Heavy vehicle towbar section. New RfR 1 and SoL1 to state that a HPSV towbar must not have a maximum towed mass exceeding 3500kg.	towbar

HPSV 13-1	<p>RfR 4: “fire-resistant” replaces “fire-proof” for fire-resistant lining in the engine compartment. To align with existing SoL.</p> <p>SoL 1, SoL 4 reworded, and SoL 5 added, to reflect rule about the installation of the engine and the engine compartment, but no effect on existing RfRs.</p>	engine-and-transmission
HPSV 13-4	RfR 4, SoL 5: new battery requirements for PSVs entering service from 1 October 2012 that have an engine behind the front axle: all batteries must be secured and easily accessible, and battery terminals and leads must be protected against the risk of short circuit.	electrical-wiring
HPSV 14-6	Considerable rewording throughout this section to reflect the amended rule. One basic requirement that baggage and freight must be secured or contained to protect persons from possible movement, eg a compartment, barrier or securing device is unlikely to be strong enough to hold likely cargo during vigorous maneuvering of the vehicle.	psv-baggage-and-freight-restraints