

TAKATA AIRBAGS RECALL

Since 2013, a number of vehicle manufacturers have initiated recalls to replace frontal airbags manufactured by Takata due to a risk of incorrect deployment that can result in the release of metal shrapnel from the airbag inflator unit. Due to the number of affected vehicles, the supply of replacement parts has been delayed in a number of cases, resulting in lengthy delays before recalls can be completed.

The NZ Transport Agency has been made aware of a practice in Japan where front passenger airbags have been disconnected as an interim measure pending the availability of parts needed to carry out the recall on the vehicle. The disconnection process involves fitting an electronic component to simulate the presence of the airbag so that the warning light operates as normal. A number of vehicles with disconnected airbags have already been imported into New Zealand and registered in this condition.

As a result, the Transport Agency has published a new technical bulletin: **Used imported vehicles from Japan - disconnected airbags at WoF inspection** to describe to vehicle inspectors what they need to do. This bulletin was effective from 19 October 2016 and was updated on 3 November 2016.

The Transport Agency has also put together a pamphlet: **Disabled front passenger airbags and WoFs - advice for vehicle owners** that you can print out and give to your customers.

More information is also available on the **Transport Agency website**. Customers can also check the government's **recalls website**.

LVV CHANGES

In October 2015, the Transport Agency commenced a review of the Low Volume Vehicle (LVV) certification system. We want the LVV system to be responsive to innovation, efficient and transparent.

As part of this review, we've been looking for ways to streamline the certification process for lower-risk modifications, making it quicker and easier for them to gain certification. To achieve this, we have recently introduced some changes to the certification process for certain modified light vehicles entering the New Zealand fleet from overseas.

Previously, all modified light vehicles from overseas (except for some motorhomes) had to go through the LVV certification process.

From 1 November, modified vehicles that have had their modifications certified with European Community Whole Vehicle Type Approval (ECWVTA) can now be entry certified without undergoing LVV certification in New Zealand. We're also researching other overseas systems for certifying modified vehicles, and adding to the range of overseas approvals we will accept as an alternative to LVV certification in the entry certification process. We expect to soon be able to apply this change to certain vehicles imported from Japan, and will add other jurisdictions in due course.

The key change for in-service inspectors is that these vehicles will no longer have an LVV plate attached - but they will have a plate or sticker showing the ECWVTA. Details of the modifications will be recorded in the IVCERT screen in LANDATA, and those in-service inspectors who do not have access to LANDATA will be able to phone the contact centre to confirm the approved modifications, if necessary. Changes to the in-service VIRM to reflect the new process will be incorporated with the December VIRM update (see below).

VIRM amendment 1 December 2016

A new **VIRM: In-service certification** amendment will come into force on 1 December 2016. It's a significant amendment that includes:

Land Transport Rule: Omnibus Rule 2016

- Changes across the lighting section allowing deactivation of optional lighting equipment rather than requiring removal if the equipment does not meet applicable safety requirements
- Remove unnecessary requirement to fit high mounted stop lamps to vehicle registered or manufactured before 1/1/1990.

Other changes

- European Community Whole Vehicle Type Approval accepted for modified light vehicles (see article above)
- Some LVV certification not required if there's a secondary certification plate or label in a campervan/motorhome
- Exceptions to the 25 inspections per year rule added
- Side marker lamps OK on light vehicles if OE on a production vehicle
- Airbag deterioration clarification
- New section on wiring and batteries in hybrid and electric vehicles.

Check the amendment in the **List of changes and preview pages (WoF only)** and **List of changes and preview pages (WoF and CoF)**.

THE 14 DAY RULE

If a WoF vehicle goes in for an inspection early and passes, they should be issued a WoF (for either six or 12 months) plus up to a maximum of 14 days of any unused time left on their old WoF.

EXAMPLES OF THE 14 DAY RULE

Note: WoF Online does not calculate extra days

Scenario	Date of new inspection	Time period issued	New WoF expiry
Vehicle goes for new WoF on day the existing WoF expires	21/6	Six months	21/12
Vehicle goes for WoF late , expiry date of inspection was 21/6	25/6	Six months	25/12
Vehicle goes for WoF six days early , expiry date of inspection was 21/6	15/6	Six months plus six days	21/12
Vehicle goes for WoF 19 days early , expiry date of inspection was 21/6	2/6	Six months plus the maximum 14 days	16/12

For more detail, refer to the VIRM Introduction 3-8 and section 9.5(5) of the **Land Transport Rule: Vehicle Standards Compliance 2002**.

Mercedes VITO short exhaust system is compliant

Some Mercedes-Benz Vito 111 vans are fitted with an original equipment short exhaust system that does not extend outside the perimeter of the passenger compartment, (see photo below).



Land Transport Rule: Vehicle Equipment 2004 requires that an exhaust system must be designed, constructed, positioned and maintained in a way that minimises the risk of heat or fumes emitted from the system harming the motor vehicle's occupants.

Mercedes-Benz has confirmed that their short exhaust system fitment is compliant with this requirement. Accordingly, a Mercedes Vito vehicle fitted with this exhaust system can be issued with a WoF or CoF, provided it meets other VIRM requirements (eg is in good working order and without leaks).

HYUNDAI SEATBELT RIPPLING

Seat belts applied to some Hyundai *iMax* and *iLoad* vehicles are applied with mono type seat belt webbing.

Mono type webbing can help reduce occupant injury to the chest area during a vehicle accident. With normal use this type of webbing can develop ripples in the centre of webbing when laid on a flat surface (see image below). Under **section 7-5 Seatbelts and seatbelt anchorages**, reason for rejection 5(d): *stretching (eg the belt has unusual web patterns or the webbing is deformed, will not lie flat, or is curled or rippled)* - you would have to fail the seatbelt.

That's not the case with these seatbelts though, which have gone through independent testing using crash test dummies that found:

- the test dummy was retained during impact
- no separation or fragmentation of any component.

As long as the seatbelt meets the other requirements you can pass these particular seatbelts that show rippling.



NOTES ON LIGHTING

Clip on tinted headlight and indicator covers

Lamps are designed to meet a standard for specific light output levels. Any modifications to them that take them away from that standard are not permitted.

It is illegal to apply any kind of tint film, tint paint or opaque sticker to any lamp which has a function other than decoration. Headlamps and indicators are not for decoration, but are mandatory, so cannot be modified in this way.

Opaque or tinted clip on headlight and front fog light covers may be fitted, but must be removed if the car is operated during the hours of darkness.

Angel eye headlights

Angel eye lights (found on some BMW models) are considered to be part of the headlight and are not cosmetic lamps. This means that they must be white like the main lamp – which is how BMW produce them.

Coloured angel eyes (often blue) are not compliant and can result in a vehicle being green stickered.

WICKLIFFE CHRISTMAS/ NEW YEAR'S CLOSURE

Due to the secure nature of NZ Transport Agency items and how Christmas and New Year fall this year, it has been decided to close off orders from 2pm on 20 December 2016 and we will reopen for orders on Wednesday 4 January 2017.

The above concerns the following secure items:

- Warrant of fitness labels
- Certificate of fitness labels
- Alternative fuel labels
- LT400 Heavy vehicle inspection certificates
- LT308 Light vehicle repair record of certification
- LT307 No repair certification reg declaration light vehicle

Please ensure you place your orders early to cover your needs over this period.

If you require an order during this period there will be a charge of \$30.00 + GST. You MUST phone 0800 749 277 to ensure your order is processed.

Due to the high demand of orders before Christmas your order could take a couple of days longer.

CARAVAN CHASSIS MODIFICATIONS

Modern caravans often use a specially-designed frame to keep their overall weight to a minimum. If a hole is drilled into them, the increased stress can cause cracks to develop around the hole.

During inspections, carefully check for signs of cracking around any holes that may have been added to fit aftermarket equipment, such as the plumbing fitting shown in the photo.

The sooner cracks are spotted, the less costly the repairs will be.



Hole has been drilled to allow for the plumbing fitting



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

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(for phone inquiries from members of the public)

UNISYS

0800 243 687

(for problems with user access codes and passwords)

We welcome your feedback. Please send any comments to:

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