

WoF news

VEHICLE CERTIFICATION UNIT

September 2005 Issue 7

Idle authorisations

We will be disabling any authorities to certify that have not been used for the last 12 months. This will start from October this year and will be an ongoing activity.

We are doing this partly as a house-keeping measure and partly because there is a good chance that your inspection skills in the unused areas are likely to be out of date. If this happens to you and you want to retain or start using the authority, you will be required to reapply for it.

The situation in May this year was:

| Inspection authorisation | Idle for at least one year |
|-------------------------------|----------------------------|
| Motorcycle | 1,148 |
| Private car or van | 20 |
| Light trailer | 445 |
| Heavy vehicle exempt from CoF | 1,534 |

Low volume vehicle (LVV) plates

Whenever you see an LVV plate, you should look at it carefully to ensure that it covers all the necessary modifications and that it refers to the vehicle it is attached to. Most LVVs that have been lowered will have a ride-height noted on the plate. Check this to ensure the vehicle hasn't been lowered further after it was LVV certified. Don't forget that a light vehicle modified to a motorhome will almost certainly need LVV certification.

New web page

We have revised our web page for certifiers. Check changes at: **www.landtransport.govt.nz/certifiers/index.html**. This page includes a link to the current infosheets, factsheets and the *Get your lights right* booklet.

Checksheets from Wickliffe

The latest version of the checksheets has space for comments and the section on required repairs has been removed. This is deliberate. To pass a WoF inspection a vehicle must meet the requirements in the VIRM. A vehicle that fails has to be returned to warrantable condition in order to pass. Exactly what repair is needed is not part of the WoF. In many cases there are several alternatives to bring the vehicle up to standard. Suggestions for repair can now be entered in the Comments section and it is up to the owner to follow them.

Get a camera?

During a number of complaint investigations we often reach a point where a vehicle inspector will claim, 'It wasn't like that when I inspected it.' To help make this case, please consider taking a few photos. You might want to do this for all vehicles, or just for borderline ones or those that you think may be altered after the WoF inspection.

For the extra cost and time, photos will provide you with peace of mind, a training aid, an added routine to reinforce your inspection methods, and will also get you on-side with your reviewer.

Noisy and smoky exhausts

The government has recently expressed a commitment to dealing with excessive noise pollution. You will soon receive further information on how this affects your WoF inspection. In the meantime, please keep checking noise levels according to the VIRM.

We have also been getting queries about the 10-second check of visible exhaust emissions that was recently noted in *WoF Online*. At present, you are not required to check for any smoke emissions and a vehicle cannot be failed a WoF for excessive exhaust fumes, although you may want to note it on the WoF checksheet.

Trailer inspection



Recently there have been two incidents where an axle has broken off a trailer travelling along the highway.

If you inspect trailers, you need to ensure that the attachments are secure. If they show signs of movement, fail the vehicle until it has been repaired.



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Tyre speed rating

In the last issue we mentioned tyre speed categories (the tyre speed symbols are now in the VIRM on page 10–1–5). Apparently, there is still some confusion about the speed rating a tyre must have. The tyres must be rated at least for the vehicle's maximum speed permitted on the road (eg, 100 km/h for a car), and not matched to the vehicle's capability (eg, 200 km/h). If a vehicle is capable of reaching a speed of no more than 60 km/h, then the tyres only need to be rated to 60 km/h. See reason for rejection on VIRM page 10–1–1.

Lighting matters

The VIRM allows for headlamps to be set at a dip rate specified either by the lamp/vehicle manufacturer or by the dip rate range set out in legislation. During reviews, we have found that many inspectors have set their beamsetters to 1.5 percent dip to cover the majority of vehicles. While this is legally acceptable, we encourage inspectors to check headlamps against the dip rate specified by the manufacturer. The rating may be marked on the lamp.

We have also found that inspectors are sometimes not checking the high-beam warning lamp, which is a new requirement (see reason for rejection 17.g on VIRM page 4–1–3).

This is a reminder to inspectors to review the lighting section to make sure that they are up to speed with the new requirements.

VIRM error

Some of you have already spotted the error on the VIRM page list. For those who haven't, please note that page 4–13–2 in the Motorcycle section does not exist in Version 2 Amendment 3. We apologise for any confusion this may have caused. This will be corrected at the next opportunity.

Infosheets

It looks like the item in the last issue of *WoF News* didn't adequately clarify the following matter, so here it is again.

WoF inspectors are required to hold or have access to the current versions of the following infosheets only:

- 1.35 Nissan Terrano and Mistral corrosion
- 1.86 Additional child seats
- 2.02 Webbing grabber seatbelts
- 2.05 Spring-loaded ball joints
- 2.06 Citroen Xantia and XM

Any other infosheets that you retain have no effect on your review scores. However, to avoid confusion during reviews, we recommend that you view these infosheets directly on our website rather than keep printed pages. This will also ensure that you always have the most up-to-date information available. Infosheets will be replaced over the coming months by technical bulletins which should be kept in the VIRM. This will then eliminate the confusion mentioned above.

Tractors and forklifts

The tractor and forklift sections of the VIRM have finally been completed and will be sent to you very soon. They will be in the proper VIRM format, so you will no longer need to refer to the General Vehicles section.

Inspection fail leaflets

Printed stocks of the leaflet IF1 are running low. Because usage of these is very low, it has been decided that we will not re-brand and reprint them.

Wof online help

XTRA – phone 0800 000 533
(for problems with accessing WoF online)

TRC – phone 0800 804 580 / fax 06 354 6931
(for problems after you've accessed WoF online)

UNISYS – phone 0800 243 687
(for problems with user access codes and passwords)

TRC – phone 0800 108 809
(for phone inquiries from members of the public)

VCU – phone 0800 587 287
(for technical assistance and reporting staff movements)

feedback...?

We welcome your feedback.
Please send any comments to:

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