

# Inspection news

## for vehicle inspectors and certifiers

Issue 19

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Kia ora

In this edition, you'll find useful information on upcoming changes to the WoF frequency for veteran and vintage cars and CoF for private motorhomes, new WoF guidance videos, updates to VIC and important technical content. We're

also covering the outcome of cases of WoF system abuse.

Your work plays a vital role in ensuring the safety, quality, and public trust in the vehicle inspection system, so whether you're on the ground conducting inspections or shaping best practices behind the

scenes, we encourage you to take some time to read through the content.

Ngā mihi,

Nicole Botherway, Senior Manager  
Safer Vehicles

## New WoF guidance videos for vehicle inspectors



Building on the great feedback we received from vehicle inspectors when we published the warrant of fitness (WoF) video guides in 2022, we're updating and expanding the WoF video library by releasing three new and six updated videos to help guide vehicle inspectors in their work.

The new videos cover roles and responsibilities, motorcycle inspection and WoF inspection process and routine. The updated videos cover QMS, tyre inspection, light trailer inspection, brake testing and corrosion damage.

Filmed at the Low Volume Vehicle Technical Association (LVVTA) workshop and presented by NZTA Certification Officers Rob Pauletic and Reece Edmonds, the videos are designed to be easy to follow, practical and short guides.

Make sure to watch the videos on the Vehicle Inspection Portal.

[WoF video guides](#)

## WoF quiz

- 1 The reflected light from a rear reflector must be what colour and be visible from what distance?
- 2 Windscreens and flat glass must be inspected for what at in-service inspections?
- 3 A vehicle first manufactured on or after 1 January of what year must be fitted with a windscreen washer system?
- 4 Corrosion damage is not allowed within what distance (in millimetres) of a hinge or latch/catch of a door or other hinged panel?
- 5 The \_\_\_\_\_ and \_\_\_\_\_ sensitivity of a dual-sensitive retractor type seatbelt fitted in a front seating position must function correctly.

*Answers are on the last page.*

## WoF and CoF frequency changes coming on 1 September



The Minister of Transport has amended the Land Transport Rule: Vehicle Standards Compliance 2002 to reduce the frequency of WoF checks on light vintage and veteran vehicles and Certificate of Fitness (CoF) checks on privately owned heavy motorhomes from every 6 months to every 12 months.

The changes will take effect from 1 September 2025. Timings for WoFs and CoFs issued before 1 September 2025 won't change.

Timings for eligible vehicles will auto update in the Vehicle Inspection and Certification (VIC) system and LANDATA.

To roll-out the changes, we'll create new inspection groups. These will be in VIC and LANDATA ahead of 1 September. We'll be in touch with more information about the groups soon.

### Eligible vehicles

- A private heavy motorhome is a vehicle with a gross mass of more than 3,500 kg, not registered to a commercial entity, and not used for hire or reward. It's primarily used as a mobile dwelling and must include at least one sleeping berth along with other living facilities, including a toilet.

- Light vintage motor vehicles have a gross laden weight of 3,500kg or less, were manufactured on or after 1 January 1919, and are at least 40 years old on the date of being registered, reregistered, or licensed.
- Light veteran motor vehicles have a gross laden weight of 3,500kg or less, and were manufactured before 1 January 1919.

Evidence suggests these types of vehicles are involved in fewer serious crashes - including those involving vehicle faults - when compared to newer light vehicles.

The Government is committed to a smarter, more targeted approach to road safety - one that focuses on real risk. These changes are a step in that direction.

### Feedback received during consultation

We consulted the public and industry about the proposed changes earlier this year and received over 13,000 submissions. Submitters showed strong support for moving to 12-month checks - 98% supported the WoF change and 89% supported the CoF change.

### Helpful links

[Summary of Submissions Report](#)

[Amendment Rule](#)

## Border and entry

### NZTA certification officer in Japan

Since June 2025, NZTA has a certification officer based in Japan, who is carrying out vehicle re-inspection audits across all NZTA appointed border inspecting organisation sites.

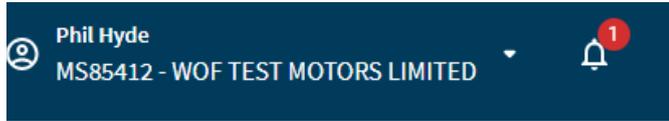
Our certification officer carries out audits of NZTA's border organisations in Japan to check their compliance with the Vehicle Inspection Requirements Manual (VIRM).

This aligns our Japanese operations to what we do in New Zealand, resulting in a consistent approach to regulating border inspecting organisation appointments in both countries. It will also help to prevent incorrect vehicle flagging which will mean fewer vehicles will need repair certification in New Zealand. This is a trial to assess its effectiveness.

## New features on Vehicle Inspection and Certification (VIC)

We've rolled out two new features on VIC:

### Important messages



On the top right corner of the screen, you'll see a notifications icon (bell).

Make sure to click on the icon to read the messages. These will be about system updates and important information, such as VIRM updates.

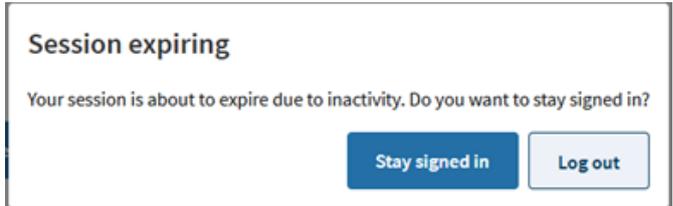
When you see the message, you'll see two options:

- Remind me later: click to mark a message as unread so you remember to look at it later.
- Dismiss: click if you don't want to see the message again.

### Scrolling

We've also rolled out an improvement that prevents the screen from scrolling unexpectedly when certain fields are used, such as Inspector ID.

### Timeout



To improve system security, you'll be logged out of VIC after 15 minutes of inactivity.

If you're using the system, after 15 minutes, you'll see a 'session expiring' message.

If you select 'stay signed in' you have another 15 minutes until this message pops up again.

You can continue to extend your session up to 4 hours.

You'll then be logged out and need to log in again.

## Staff leaving? Reminder for VIC administrators

When staff leave your inspecting organisation permanently, please remember to remove the inspector from VIC within 24 hours:

1. Go to [accessportal.nzta.govt.nz](https://accessportal.nzta.govt.nz)
2. Click on Manage organisation details.
3. Click on Edit.
4. Click on Remove user beside the person you want to remove access for.

For more information, read the VIC guide for administrators:

[Setting up and managing users – a guide for administrators](#)

## Multi-factor authentication coming soon

We'll soon be introducing multi-factor authentication (MFA) to VIC. MFA is used on NZTA IT systems to provide an additional security measure that checks that the person logging in is who they say they are.

We do this by sending a message with a code to a mobile phone or landline to be confirmed as part of the login.

There's nothing you need to do now; we'll send more information to VIC users before these features are implemented.

## Abuse of WoF system leads to imprisonment

A man has been sentenced to 6 months' imprisonment following serious breaches of the land transport system, including the unauthorised issuing of warrants of fitness (WoFs) and other offences.

Between December 2022 and June 2023, Dwayne Lord fraudulently accessed NZTA's vehicle inspection system using his employer's credentials despite not being an appointed vehicle inspector. Over 4 separate occasions, he issued 78 WoFs without inspecting a majority of the vehicles.

An NZTA investigation uncovered this deliberate abuse of the system, and confirmed very few of the vehicles had been inspected by Mr Lord or any authorised inspector. His actions represent a clear violation of public trust and a serious compromise of road safety.

'Appointing someone as a vehicle inspector is a rigorous process,' says Brett Aldridge, National Manager Road Safety Regulations.

'We ensure they're qualified, have no criminal convictions, and are capable of assessing vehicle safety in accordance with the Vehicle Inspection Requirements Manual and Land Transport Rules.'

New Zealanders rely on their annual WoF inspection to identify actual, emerging, and potentially dangerous vehicle conditions. Fraudulent inspection records not only undermine the integrity of the system; they pose a real and serious risk to the safety of all road users.

NZTA views this case as a blatant abuse of the land transport system and a reminder of the importance of maintaining strict oversight and accountability in vehicle safety certification.

This case sends a clear message to the industry: anyone who attempts to manipulate or abuse the WoF/CoF system will be caught and held accountable. NZTA has robust monitoring and investigative capabilities and will not hesitate to take action against individuals who compromise vehicle safety and public trust.

At the same time, NZTA acknowledges that the vast majority of vehicle inspectors and industry professionals are doing an excellent job by upholding high standards, following the rules, and helping keep New Zealand roads safe. Their commitment should not be overshadowed by the actions of single individuals.

## Sentence welcomed for hundreds of fraudulent WoFs

NZTA is welcoming the recent conviction and sentencing of an unapproved vehicle inspector for fraudulently issuing warrants of fitness (WoFs), noting the sentence should serve as a deterrent to others.

In May, Newmarket Automotive Repairs owner Imroz Taki was sentenced in the Auckland District Court to 10 months and 2 weeks of home detention, after earlier pleading guilty to charges relating to fraudulently issuing WoFs.

NZTA investigators found that from 9 December 2022 to 6 June 2023, Mr Taki issued 677 WoFs despite not being appointed as an authorised vehicle inspector.

Read more here:

[NZTA Media Release: Auckland man sentenced for fraudulent WoF inspections](#)

## Calibration of brake meters - at least every 12 months

With the phase out of the Tapley portable brake tester, many inspecting organisations have purchased an AutoStop Mini Brake Meter to replace it.

These meters come with a calibration certificate from Australia with a two-year calibration cycle.

The VIRM states that brake performance testing equipment must be calibrated at least every 12 months (or more frequently if required by the equipment manufacturer or following any maintenance that may alter the calibration). The QMS states that the equipment must be calibrated as specified by the manufacturer(s), or as required by NZTA.

[VIRM: In-service certification: 5 Inspection premises and equipment, 5.1 General requirements](#)

[Model quality management system](#)

If you have an AutoStop Mini Brake Meter, make sure you calibrate according to the VIRM and QMS (and update your *Equipment record*), otherwise you might get caught out when NZTA comes to review your site.

## WoF

### Requirements for aftermarket auxiliary bars

We've been alerted to different types of aftermarket auxiliary bars available for purchase. If these types of auxiliary bars are fitted to vehicles that must meet frontal impact compliance, they must be presented with an approved label indicating frontal impact compliant or LVV certification.

Please refer to table 3-1-1 in the VIRM:

Table 3-1-1. Modifications that do not require LVV certification

- the vehicle is required to comply with a frontal impact occupant protection standard and the auxiliary bar:
  - is a vehicle manufacturer supplied component for that vehicle, or
  - has been certified by the auxiliary bar manufacturer as frontal impact compliant (as may be indicated by a label).

[VIRM: In-service certification 3-1 Structure \(incl. frontal impact\)](#)

## What the...!

If you come across anything a bit dodgy, send in some pictures with your thoughts and tell us how you dealt with it. Just email [inspectionnews@nzta.govt.nz](mailto:inspectionnews@nzta.govt.nz) with 'Inspection news' in the subject line.



AS/NZS2980 here I come



Ouch

### WoF quiz answers

1. Red, 100m  
[4-13 Rear-reflectors, RFR 8](#)  
and 10
2. Standards markings  
[5-1 Glazing](#)
3. 1992  
[5-3 Windscreen wipe and wash, RFR 2](#)
4. 150mm  
[6-1 Door and hinged panel retention systems, RFR 7 and 8](#)
5. Web/webbing, vehicle  
[7-5 Seatbelts and seatbelt anchorages, RFR 19](#)

For general enquiries or contact information about NZTA please visit [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

We welcome your feedback. Please send comments to [inspectionnews@nzta.govt.nz](mailto:inspectionnews@nzta.govt.nz)

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