

9 August 2021

VIRM: Entry certification amendment - effective 9 August 2021

To view the changes in one document download the *Summary of changes*.

[Summary of changes](#)

Page	Change
<p>Introduction</p> <p>7 Inspection premises and equipment</p>	<ul style="list-style-type: none"> • Seatbelt and seatbelt anchorages equipment <p>1-metre straight edge, spirit level, plumb bob. This equipment is not used in general entry certification and is only used to carry out CoF PSV entry. The equipment will remain mandatory for CoF PSV entry.</p> <ul style="list-style-type: none"> • Minimum underbody inspection area specifications and running gear equipment <p>Motorcycle only sites: remove the requirement for these sites to have axle stands and replace trolley jack with suitable motorcycle lifting equipment.</p> <ul style="list-style-type: none"> • VIN equipment <p>Remove Letter and number stamps. These are no longer required as they are very rarely used. Most modern vehicle manufactures use a recognized VIN number and do not need additional application of a VIN or chassis number. Modern chassis construction makes hand stamping difficult and VINs that are required to be fitted are applied using the approved method and format that does not include stamping.</p>
<p>Inspection and certification</p> <p>8-1 Service brake and park brake</p>	<ul style="list-style-type: none"> • The VIRM currently requires inspection of the brake fluid at the master cylinder reservoir and the brake callipers/slave cylinders. This was historically appropriate as brake systems that used to be common were not sealed as well as modern systems and would allow higher levels of moisture ingress. <p>Almost all vehicles now entering the fleet have a brake system that effectively prevents the ingress of moisture into the brake system. The brake fluid is highly unlikely to be contaminated in the service brake system before it is contaminated in the master reservoir.</p>
<p>Inspection and certification</p> <p>8-2 Inspection specifications</p>	<ul style="list-style-type: none"> • Changes as per brake fluids above. • Brake pad thickness is an important part of a vehicle safety inspection as brake pads that are worn too low will have significantly affected braking performance. The existing entry certification brake pad thickness requirements are based on the recommended limit for larger vehicles like cars/utes. Motorcycles often have a lower recommended minimum thickness of their brake pads than these vehicles and as such should not have the same requirements. <p>The minimum brake material thickness requirements for motorcycles will be amended to manufacturers specifications if available and an additional line to reflect that will be added to Table 8-2-1.</p> <ul style="list-style-type: none"> • TRW Aftermarket has been added to the list of approved brakes friction material manufacturers. TRWs brake pads are standards approved to UNECE R.90