

VIRM: In-service certification 1 April 2022 amendment

March 2022

Introduction 3-11 Rechecks

Most vehicle inspectors and certifiers already re-test as part of the recheck as they follow best practice. Waka Kotahi is aware that some do not as it is not currently specifically stated in the VIRM. This change has been made to normalise best practice into the VIRM.

Information

For information on rechecks under the COVID-19 traffic light system (COVID-19 Protection Framework) see [Technical bulletin: COVID-19 recovery](#)

If a vehicle fails a WoF inspection, there is no fee for any subsequent inspection as long as it is done:

- within 28 days of the first inspection where the vehicle failed, and
- at the same inspecting organisation (does not have to be the same site if the inspecting organisation operates at more than one site).

Notes

- In the case of split testing for heavy vehicle brakes at CoF, the 28 days start from the completion of the second phase of the split test.
- If a vehicle has passed a performance test but has been failed for condition, and has then been repaired, the performance should be re-tested as part of the recheck (for example brakes where the pads have been replaced).
- A fee may be charged for CoF reinspections.

A fee is payable, and a new WoF or CoF inspection is required if the vehicle is presented after the 28 days have passed.

Legislation

[Land Transport \(Certification and Other Fees\) Regulations 2014](#)

3-1 Structure (incl. frontal impact)

The VIRM currently says that a vehicle with structural damage, outside of a small tolerance, may not receive a WoF or CoF. It also allows an inspector to request additional inspection by a repairer or other relevant person.

The existing wording has been giving inspectors and the public the impression that a repairer's advice is final, and that the inspector must follow their direction. This is not always appropriate as a repairer is not an appointed person and would not necessarily provide sound or unbiased advice. Waka Kotahi and the inspection industry believe the final decision needs to clearly be the appointed vehicle inspectors.

Vehicle inspectors are still encouraged to obtain expert advice where they deem it necessary but are under no obligation to follow evidence provided by a customer.

Note 3

The vehicle inspector may request additional relevant information from a repairer or other relevant person. The vehicle inspector should withhold the warrant of fitness if there is reason to believe that the vehicle has:

- a) structural damage, or
- b) inadequate structural repair(s), or
- c) corrosion damage

to the extent that it could affect the vehicle's structural strength or one of the vehicle's safety requirements. ~~If the owner questions the decision, the vehicle inspector should recommend the vehicle owner obtain further written assessment from a panel beater.~~

10-1 Tyres and wheels

Clarification on the definition of a winter tyre.

Note 3

Winter tyre means a tyre which is principally designed to be operated at temperatures below 7 (degrees) C; and which may include a symbol depicting a snowflake and a mountain, or the word 'studless', marked in the sidewall, or both. Alternatively a winter tyre can be identified by its distinctive tyre tread pattern consisting of tread blocks with wavy sipes (see **Figure 10-1-3**).

- A tyre with the 3 Peaks Mountain and Snowflake Symbol (3PMSF) is always considered to be a winter tyre
 - A tyre with the words "Studded" or "Studless" is always considered to be a winter tyre
 - A tyre marked with M+S is only a winter tyre if it also has the markings above (see **Figure 10-1-3**)
 - Evidence of the classification of a tyre may also be accepted in the form of a manufacturers' brochure, the manufacturers' web page, a letter from an agent of the manufacturer or a letter from the manufacturer.
- For more information on winter tyres see the Waka Kotahi [winter tyres pamphlet](#)