



Kia ora

Over the past year, my team and I have brainstormed many ideas to improve the way we regulate, including opportunities to put the 'firm and fair' part of Tū ake, tū māia (our regulatory strategy) into action.

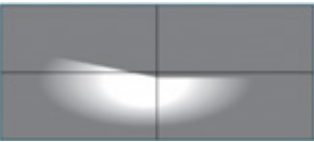
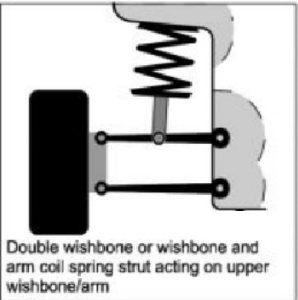
This year, we're seeing many of those ideas unfold, with implementation beginning to take place. We've also held workshops with industry to get feedback and find quick wins to ensure we're heading in the right direction.

In this issue of *Inspection news*, you'll find a few articles sharing these changes, and a couple of 'teasers' on what's coming soon .

We'll send more in-depth information out to you as projects go live to ensure you know everything you need to do your job and do it well.

Nicole

WoF quiz

- 1 What class of vehicle is an 8 seat forward control passenger vehicle?
- 2 No corrosion damage is permitted within how many millimetres of an upper seatbelt anchorage?
- 3 What type of dipped beam pattern is this?

- 4 Where is the correct jacking point?


Double wishbone or wishbone and arm coil spring strut acting on upper wishbone/arm
- 5 When the service brake is applied and without assistance from the engine the vehicle does not stop within ____metres from a speed of ____ km/h (average brake efficiency of ____ %)?

Answers are on the last page.

CoF

Improving results for CoF inspections

A recent review identified a rise in the severity of faults identified through the complaints process. We've also seen an upward trend in failure rates for vehicle inspector (VI) first reviews, Passenger Service Vehicle (PSV) theory testing, and CoF B VIs (heavy vehicle - GSV) sitting their WoF theory exam.

We're spending more time addressing complaints and CoF vehicle inspectors in these categories risk facing increased regulatory action.

To help improve results and decrease the need for our intervention, we're reintroducing the CoF A (light passenger) and CoF B (heavy vehicles - GSV) theory exam for new applicants. The 40 minute exam is open book and focuses on technical knowledge of the *Vehicle inspection requirements manual* (VIRM).

The exam was part of the application process up until late 2014 when the Vehicle Licensing

Reform was introduced. The theory test was removed for the above CoF categories to streamline the approval process and use resources more efficiently. It was expected that the abilities of applicants would remain the same or improve but this hasn't occurred.

The exam process will be in place for CoF A (light passenger) and CoF B (heavy vehicles) (GSV) applicants from 1 June 2022.

Coming soon: warrant of fitness videos

Waka Kotahi recently spent several days filming a series of short video clips showing how to complete WoF checks on a number of vehicle components.

The clips are currently being finalised but will be loaded onto the vehicle inspection portal once ready.

The videos don't replace the requirement to know the VIRM content - they complement it and provide another learning tool.

Huge thanks to LVVTA for providing their excellent facilities for the filming. We'll let you know when the clips are available to watch.



The production crew



WoF

Misidentified vehicles and the wrong vehicle getting a WoF

We're seeing an increasing number of WoFs being issued to the wrong plate number because vehicle inspectors (VIs) are incorrectly identifying the vehicle they are inspecting.

The main reason is the VI is getting the VIN from an external source (eg CarJam) rather than the vehicle itself, as required.

This creates problems for everyone:

- the owner of the correct vehicle (whose car should have but doesn't have a WoF)
- the owner of the vehicle incorrectly issued a WoF (whose car will now have an incorrect WoF expiry)

- Waka Kotahi (who must spend time manually amending the records)
- the VI and the WoF site (who have to spend time correcting their records and explaining themselves).

In future, we'll be visiting sites issuing misidentified WoFs because they've used VIN information from a source that is not the vehicle. This may result in an infraction notice being issued, so please ensure you check the VIN correctly to prevent this from happening.

Trialling a WoF inspection extension

A trial is underway that involves warrant of fitness VIs conducting CoF inspections on vehicles up to 6 tonne.

Finishing at the end of November, the aim of the trial is to help ease pressure on the CoF industry as more vehicles enter the New Zealand fleet.

Both VTNZ and VINZ signed up to the trial, submitting training and safety plans before commencing the extended inspection scope. While it's early days, so far results are great and a full review will take place once the trial is completed, with the intention to offer it as a standard inspection option.

Recent VIRM amendments

There were amendments to the in-service (WoF and CoF, entry certification and entry certification (new light vehicles) VIRMs on 1 April, and a couple more changes to the entry VIRM on 10 May.

Make sure you keep up to date with the latest VIRM amendments and update your QMS/PRS master records that you've understood the changes relevant to you.

Go to the [VIRM amendments page](#) to make sure you haven't missed any changes.

New failure codes for Cardan shaft park brakes

In line with updates to the stall test procedure, new codes were introduced in December 2021 to record when and why a vehicle with a Cardan shaft brake failed its park brake test. All vehicle inspectors should now be using these codes. This data will be very useful to Waka Kotahi and wider industry.

Mnt	Fault Code	Type	Description	Category
<input type="checkbox"/>	BQA1	C	CSB ALIGNMENT ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQB1	C	CSB BENT ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQG1	C	CSB CONTAMINATED ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQI1	C	CSB TO IMPROVE ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQJ1	C	CSB REPLACE ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQN1	C	CSB CORROSION ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQO1	C	CSB TO OPERATE ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQU1	C	CSB LOOSE ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQW1	C	CSB WORN ALL	<input type="checkbox"/>
<input type="checkbox"/>	BQY1	C	CSB TO COMPLY ALL	<input type="checkbox"/>

Entry CoF

Entering LANDATA records properly

We're finding that quite a few people are not properly entering LANDATA records, particularly with LT400s.

The LATIS manual says that you must : 'Note the area of the vehicle covered by the certificate as specifically as possible (up to 30 characters), for example, "REPAIR LF CHASSIS RAIL".'

Last year:

- around 250 LT400 certificates were entered into LANDATA with no text at all in the 'Comments' field
- some sites only entered their site ID as a comment
- many entries were made with poor non-descriptive information

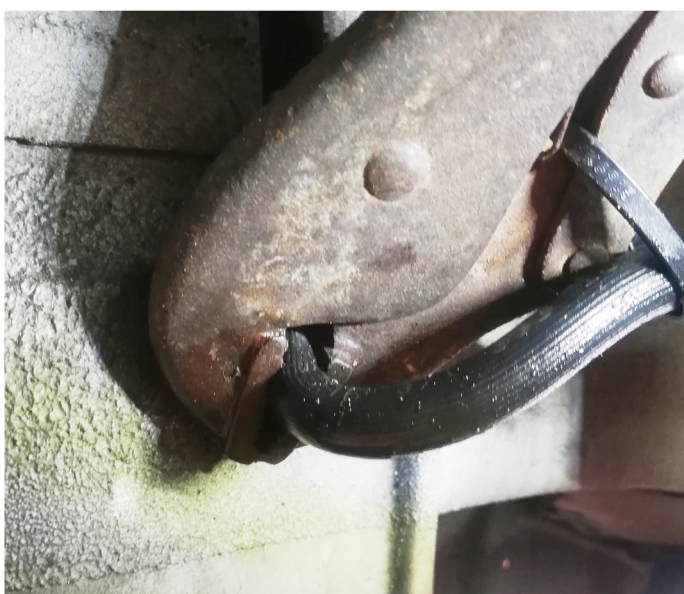
Not entering information or not entering enough information makes it harder for future inspectors. When entering a certification think about your colleagues and remember you can always add additional information in as a note (GNOTE or NOTES screen, depending upon access level).

Mnt	Type	Number	Issue ID	Issue Date	Expiry Date	Expiry Odo
<input type="checkbox"/>	HVET	772		17/02/2021	17/02/2031	0
	HV TOWING CONNECTIONS ENGINEER					
<input type="checkbox"/>	HVEC	488		15/10/2014		0
	HV CHASSIS ENGINEER CERTIFICAT					
<input type="checkbox"/>	HVEA	488		15/10/2014		0
	HV LOAD ANCHORAGES ENGINEER CE					
<input type="checkbox"/>	HVEC	331		02/09/2009		0
	HV CHASSIS ENGINEER CERTIFICAT					
<input type="checkbox"/>	HVMT	055		03/07/2002	03/07/2012	0
	HV TOWING CONNECTIONS LOCAL CE					

Example LANDATA screen lacking required comments

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 vehicles@nzta.govt.nz with 'Inspection news' in the subject line.



These shocking images were discovered by a vehicle inspector when a customer bought in their vehicle because they weren't sure about their brakes (that an alleged mechanic friend had 'repaired').

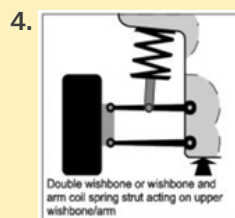
The customer was a mother of four children. (Note that there is no suggestion any VI issued a WoF to the vehicle in this condition.)

WoF quiz answers

1. Class MB
Introduction 3
Inspection and certification process: 3-2
Identifying the vehicle class
Table 3-2-1

2. 300mm
7 Vehicle interior:
7-5 Seatbelts and seatbelt anchorages
RfR 13d

3. Asymmetric dipped beam
4 Lighting: 4-1
Headlamps
Figure 4-1-2



Technical bulletins (general) 4:
Jacking points for common suspension types

5. 7 metres
30km/h
50%
8 Brakes: 8-1
Service brake and parking brake
RfR 35a

For general enquiries or contact information about Waka Kotahi please visit www.nzta.govt.nz or email us at info@nzta.govt.nz

We welcome your feedback. Please send comments to: Vehicle Standards team, Waka Kotahi, Private Bag 6995, Wellington 6145
Email: vehicles@nzta.govt.nz

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