



Kia ora

I recently arrived back from a quick but important trip to Japan to meet with Ministers and border

and entry sites. It was informative and interesting and I'm looking forward to working more closely with those we connected with.

You may have seen our recent media release about revoked WoFs following the immediate suspension of an IO and VI. We don't normally publicise immediate suspensions, but it was critical that people get new WoFs sorted before they leave for their summer holiday or before

WoF sites shut over the holiday period. We were worried some people may leave before receiving their letter of revocation, which would see them driving illegally, and most concerning, driving potentially unsafe cars. Thanks to those in the Auckland region who have helped people get new WoFs, at a time when sites are busier than usual.

On that note, I want to share that we have our second prosecution lodged with the courts. As I've said previously, we prefer to work with people to reach compliance but sometimes we find potential illegal

behaviour that can't be ignored. These inspections have uncovered alleged illegal activity and taint the rest of the industry who are committed to quality inspections. It's a good reminder to use the holiday period to reset – both professionally and personally. It's been a busy year and we've dealt with ongoing health issues amongst it all. Please take time to relax and find some joy, whether it's through catching up with friends and family, or spending time on your own.

Nicole

Senior Manager Safer Vehicles

New look Vehicle Inspection Portal coming soon

We're very happy to announce that next year we will be upgrading the look and feel of the Vehicle Inspection Portal. The new portal will be mobile and tablet friendly and have a few new features including 'sticky tabs' so you always know where you are on a page, and a 'back to top' button so you don't have to scroll as much, as well as pop-up reminders when there's been an amendment (or the latest Inspection news is out).

Also included is a new search engine with filtering by VIRM or portal section, search suggestions.

You don't need to worry about finding your way around – the content itself won't change and will be in the same order it is now.

Lighting

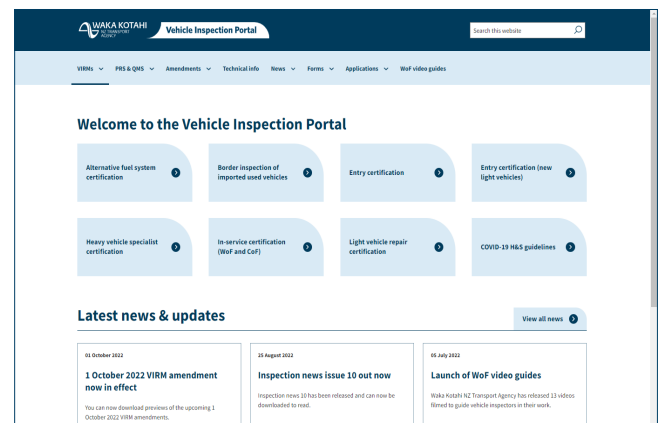
4-1 Headlamps

Reasons for rejection

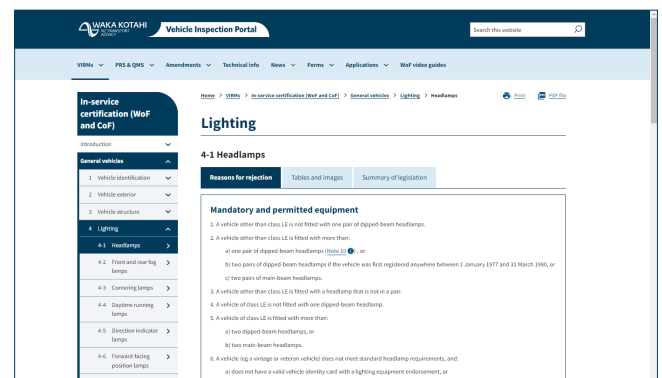
Mandatory and permitted equipment

1. A vehicle other than class LE is not fitted with one pair of dipped-beam headlamps.
2. A vehicle other than class LE is fitted with more than:
 - a) one pair of dipped-beam headlamps (Note 10), or
 - b) two pairs of dipped-beam headlamps if the vehicle was first registered anywhere between 1 January 1977 and 31 March 1980, or
 - c) two pairs of main-beam

This is the new mobile view of a regular VIRM page (note the display will differ slightly depending on the size of your phone's screen)



New home page design



A regular internal VIRM page

WoF

How to use the WoF Online 'Pass Recheck' mode

Did you know that if a vehicle fails a WoF and is then repaired on your premises, you shouldn't enter separate pass and fails into WoF online? (eg a vehicles fails for a broken headlamp bulb, which you replace)

Instead, you should use the 'Pass Recheck' mode of WoF online. Pass Recheck can record a fail and a pass in one go, freeing up administration and documentation time and allowing you to get on with other work.

There are both VIRM instructions on this and a set of handy WoF online posters (including one on the Pass Recheck mode) that you can download and print. Remember to have some WoF online instructions handy as these are checked at review.

[VIRM instructions](#)

[WoF online posters](#)

WoF CoF

Two trials have been extended

We've been running some trials over the past few months to monitor the impact of changing processes, and to see if we can gain efficiencies through these changes.

We set a timeframe upfront but sometimes we need to extend this to ensure we collect enough data to decide whether to make a change permanent.

The following two trials are extended until 30 June 2023 for this reason:

6 tonne vehicle inspections (in-service vehicle inspections)

This trial is currently restricted to KSDPs and allows WoF vehicle inspectors to conduct CoF B inspections on vehicles up to 6000 kg GVM, with specific requirements in place.

Rear window etching (border and entry vehicle inspections)

Unfortunately, Covid and sickness continues to play a significant role amongst our workforce, and we need to extend this trial.

We remain comfortable with this decision given there are no safety benefits to those who are the final vehicle owners.

CoF

Expired LT400s in LANDATA

Recently we found out that some LT400 certification records are disappearing from the IVCERT screen in LANDATA. After a closer look at what's going on, we found that some vehicle inspectors are deleting expired LT400 certification records.

Please don't delete expired or superseded certification records. Heavy Vehicle Specialist Certifiers use these historical records to help with recertification. LT400 certification records must remain in LANDATA.

WoF quiz

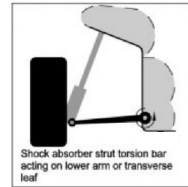
- 1 No corrosion damage is permitted within how many millimetres of the top of an A-pillar?
- 2 If fitted with tinted overlays, what is the minimum VLT of for the glazing of the following vehicle?



Front side windows ____ %

Rear and rear side windows ____ %

- 3 What is the minimum tread depth for winter tyres?
- 4 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 ____ %)
- 5 Where is the correct jacking point on this vehicle?



Answers are on the last page.

Note to entry certifiers

The Clean Car Standard system went live on 7 November. Therefore, it's even more important that entry certifiers avoid inputting errors, which can result in fees being wrongly charged to a vehicle.

Our team has reviewed past entry certification forms and found there are several common errors made at entry that could be prevented with extra diligence.

1. Model code loaded incorrectly from vehicles exported from Japan.

A simple keying error, such as an additional space or a missing hyphen, when entering an Industry Model Code from Japan will result in the vehicle not getting an emission data match. This will often result in a higher CO₂ value being applied to a vehicle and a higher emission fee being paid.

2. Incorrect details loaded into Fuelsaver, including fuel types, model names and transmission types.

Entering the incorrect fuel type results in the maximum fee needing to be paid.

While the inspector can change the Engine Type in LANDATA, this will not update the emission information - changes to any of the details on the Fuel Consumption Statement must be made in Fuelsaver, not directly in LANDATA.

The correct engine type for a vehicle results in a range of models for the inspector to choose from.

Another potential fishhook is entering the incorrect model. Be extra vigilant with countries like Australia and the UK, which require the correct model to be entered to get a match.

Common models this type of error occurs with include Mazda CX-5 and CX-9 (incorrectly being loaded as CX5 or CX9), Isuzu D-Max (being loaded as D MAX or DMAX) and Hyundai iLoad, i30 (being loaded as I LOAD or I 30).

Did you know? If the Fuel Consumption Statement shows as 'Registered' in the top right corner, any updated information will not be pushed through to LANDATA.

Handy tip: if 'approved for reg' is set to yes, call the agent help desk to remove the flag so the correct Fuel Consumption Statement can be pushed through. You can reprint the Fuel Consumption Statement once approval has been removed.

3. Understanding the most preferred emission data document.

If a Statement of Compliance is provided or required as part of the compliance process, this should be used to obtain the emission values. It is our preferred source of data. Previous registration documents follow this - for example, the Emission Value on the UK V5C and Singapore Technical Letter. If none are available, then entering the vehicle details from the country that the vehicle was exported from into Fuelsaver should then be done.

A common error being made here is using a country match in Fuelsaver instead of loading the Statement of Compliance where this has been made available.

The preferred data is (in this order):

- Statement of Compliance or Certificate of Conformity
- Any other type approval documentation or registration documentation (eg, V5c, registration records, a full type approval record, technical letters/de-registration etc.)
- Fuelsaver <https://importer.fuelsaver.govt.nz/>
- Anything like Green Vehicle Guide, VCA database, EPA database etc.
- Information from vehicle manufacturer's website. Make sure you can link your vehicle by VIN or model code.

4. Understanding the preferred of test cycles on documentation and what to use

You may sometimes be presented with emission information from more than one test cycle.

For emission data we prefer WLTP test results over NEDC. All individual phase data under the WLTP should be used where it is provided.

The preferred test cycle data is (in this order):

- WLTP Individual Phase Data (CO₂ low, medium, high and extra High followed by Fuel Consumption low, medium, high and extra high)
- WLTP CO₂ combined data
- NEDC CO₂ data.

Others things to be aware of

- When Waka Kotahi doesn't have the emissions data:
 - Not all vehicles loaded into Fuelsaver will match to data, because Waka Kotahi doesn't have a complete data set or because an incorrect entry has been made.

Continued on the next page

Continued from page 3

- When in doubt, check the source. Are all the vehicle details loaded correctly, as well as any information that may be available from previous registration documents? If so, it's important importers source emission data for their vehicle. They can provide this information directly to Waka Kotahi.
- The test regime is a great indicator. If it's a valid test cycle, that means Waka Kotahi simply does not have a match for the data. If it shows with 'ZZZZ', something has been entered incorrectly.
- While the Fuel Consumption Statement must be generated, with the Fuel Consumption rule now revoked, Fuel Consumption information is no longer mandatory and blank fields are acceptable.
- Finally, if you are unsure, get in touch - fuelconsumption@nzta.govt.nz or use the Get Help Function on the Fuelsaver website.

CoF

New heavy vehicle lighting tables

Inspecting lights on heavy trucks can be quite difficult and time consuming. There are so many truck types and possible lighting configurations that it can be quite hard for an inspector to work out what is right for each truck.

It is important for road safety that trucks have no more than the maximum and no less than the

minimum required number of lamps. This is so that the truck is not too bright to dazzle other road users, or not bright enough for other road users to see or work out the truck's dimensions.

We've developed a set of tables to help you with the inspection of mandatory lamps, which is in the VIRM as a new lighting section (4-16

Heavy vehicle lighting identification and requirements). We've also made a printable version that you can laminate and have on the shop floor.

[Lighting 4-16 Heavy vehicle lighting identification and requirements](#)

[Printable Heavy vehicle lights identification and requirements table](#)

CoF

Industry alert issued for trunnion pin type rear suspension systems on heavy vehicles

An [industry alert](#) has been issued to service providers and heavy vehicle owners and operators about the risks associated with the repair or refurbishment of trunnion pin type rear suspension systems common to many heavy vehicles.

An incident where the trunnion pin was ejected from a heavy vehicle suspension causing fatal injuries was investigated by the Police Commercial Vehicle Safety Team (CVST). The CVST investigation and report in 2019 found the incident was mainly caused by the trunnion pin breaking. In addition, the overhaul techniques and replacement parts used during a recent refurbishment of the truck's rear suspension assembly were of concern.

Whilst this alert was aimed at vehicle owners/operators and the service industry, COF B Vehicle inspectors should be vigilant when checking these types of suspension systems to ensure they are performing as expected.

[Industry alert](#)

VIRM amendments

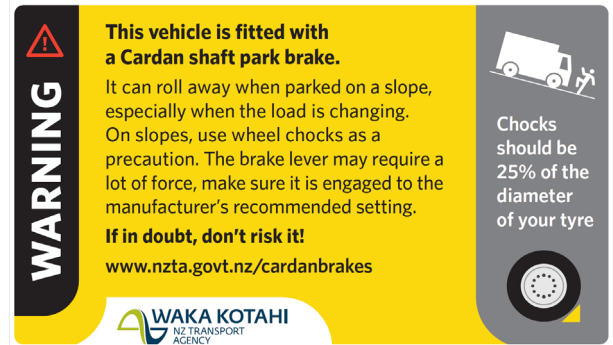
There were a number of updates across several VIRMs that came into effect on 1 October 2022, as well as a few changes from the introduction of the new NZ Heavy Vehicle Brake Code on 1 December 2022. Make sure you keep up to date with the latest VIRM amendments and update your QMS/PRS master records.

Go to the VIRM amendments section of the Vehicle Inspection Portal to make sure you haven't missed any changes.

[VIRM Amendments section](#)

Warning stickers - Cardan shaft park brakes

Warning stickers displayed in the cab of vehicles with Cardan shaft park brakes will become a mandatory COF requirement from 1 April 2023. Stickers will be supplied directly to testing stations early in 2023 in preparation for this change. The first supply of stickers should be sufficient for each testing station for approximately the first 12 months. Beyond that, testing stations will order stickers via Bluestar in the same way other Waka Kotahi forms and material are ordered.



Class exemption for public transport buses

A temporary class exemption took effect last month for public transport buses with bicycle racks attached to the front.

The class exemption applies only to vehicle classes MD3, MD4, and ME that are used in public transport service. It will be in place for up to 4 years, until rules can be amended.

Class MD3, MD4, and ME vehicles fitted with a bicycle rack will no longer need an LT400 for low speed turning performance.

- [Find the full class exemption on our website](#)
- Find the VIRM updates:
 - [In-service Heavy PSV 2-2 Dimensions](#)
 - [HVSC 7-4 Swept path](#)

We took this action because the current law prevents some buses from carrying bikes, even though the safety risks are very low. We want people to have good public transport options, so the class exemption means that public transport buses with front-mounted bike racks can comply with the law, provided certain size limits are met.

As you'd expect, there will be some buses out there that are not covered by the class exemption, so will not comply with the law. Buses fitted with bicycle racks should always be thoroughly checked for safety.

- Measure and check the bus length and the bicycle rack.
- Buses not covered by the class exemption may need to be certified by a heavy vehicle specialist certifier.

Updated NZ Heavy vehicle brake test protocol now in effect

The updated [New Zealand Heavy Vehicle Brake Test Protocol](#) came into effect on 1 December 2022. The updated protocol introduces the new Roller Brake Machine (RBM) test for vehicles with Cardan shaft park brakes. A [video demonstrating the new RBM test for vehicles with Cardan shaft park brakes](#) is on our website.

www.nzta.govt.nz/cardanbrakes

Vehicle Inspectors are reminded to use the correct fail codes (BQ) for vehicles with Cardan shaft park brakes to help Waka Kotahi monitor the effect of the new RBM test as well as other data trends.

Certificates of loading

Brake test weights have changed in the new Heavy Vehicle Brake Test Protocol from 60% to 65% so a new Certificate of Loading will be required for each vehicle. The vehicle inspector should print off a new Certificate of Loading for each vehicle when it is presented for its CoF.

Test weights will update automatically in the IHIST screen from 1 December 2022.

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 with 'What the' in the subject line.




Photos supplied

Front lower suspension arm rear bush, with additional lumber accents



Failed WoF. Strange noise when shaking the steering. The damage wasn't found until after the wheel was unbolted... and it fell apart.

WoF quiz answers

- 150mm
3 Vehicle structure
3-1 Structure (incl. frontal impact)
RfR 1e
- 35%, 35%
5 Vision 5-1
Glazing Tables and images
Figure 5-1-6
- 4mm
10 Tyres, wheels and hubs 10-1
Tyres and wheels
RfR 16
- 7 metres, 30km/h, 50%
8 Brakes 8-1
Service brake and parking brake
RfR 35a
- 

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

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 inspectionnews@nzta.govt.nz

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