

Inspection news

for vehicle inspectors and certifiers

Issue 14

December 2023

Message from Nicole



Nicole

Kia ora,

As the year is coming to an end, I'd like to highlight the work that's happened around our first successful prosecution this year. Now, there are many more before the courts. It's important we protect the integrity of the system and act when we find fraudulent behaviour. This provides assurance to the majority of organisations that are compliant, and the public, who rely on the WoF and CoF systems to keep their vehicles safe.

For next year, I'm excited about our Modernising Vehicle Certification project. This will be a multiyear project to improve our IT systems for vehicle certification. We'll start by replacing WoF online with a new modern application that will be more intuitive and easier to use. It will provide greater flexibility in accessing the application to enter inspection results. Currently, we are testing mock-ups of the screen flows with a few inspecting organisations to make sure it works well for the industry, and we'll keep you informed. We can't wait to start this journey with you.

Finally, I wish you all a wonderful end of year with your whānau. I hope you can take a break and enjoy the summer. I'm looking forward to continuing working with you to keep the vehicles on our roads safe.

Ngā mihi,

Nicole

Senior Manager Safer Vehicles

WoF quiz

- 1 In what circumstances does a door used for the entry and exit of passengers not have to be able to be opened from the inside?
- 2 When checking an adjustable head restraint you must ensure that it's able to _____.
- 3 Corrosion damage is not permitted within _____ of a seat anchorage, or _____ of a seat with integrated seatbelt anchorages.
- 4 A class MA vehicle that was first registered in NZ in 1978 requires _____ seat belts fitted to the front outer and drivers seating position.
- 5 A label attached to the webbing of a re-webbed seat belt must always contain the _____ number.

Answers are on the last page.

Updated vehicle safety ratings

Updated 2023 safety ratings are available on the Rightcar website for most cars and other light vehicles. The ratings have changed for around 900,000 used light vehicles when compared to 2022. To check the new ratings, go to:

rightcar.govt.nz

As inspectors, your role is critical to making sure vehicles are safe to drive. You can help by:

- checking the safety rating of your own vehicles on the Rightcar website
- reminding your customers that vehicle safety ratings and crash avoidance features are important
- displaying Rightcar posters or brochures at your site. These are free to order.

Safety ratings help Kiwis make safer choices when choosing a vehicle. Safety ratings use the latest real-world crash data from New Zealand and Australia. That data is independently analysed on how well vehicles protect people in a crash.

Email safevehicles@nzta.govt.nz if you have any questions.

Registration plates inspection as part of WoF and CoF

From 1 March 2024, you must check registration plates for all warrant of fitness and certificate of fitness inspections, except forklifts and tractors.

We'll amend the In-service certification VIRM on 1 March, but we'll send you a preview of the new content next week.

Registration plates are a key tool for enforcement officers when identifying and addressing poor driver behaviour. If plates are missing or hard to read, it affects the quality of information gathered by on-road patrols, cameras with automatic plate recognition, CCTV systems and witness statements.

This change is the result of a long-term project between Waka Kotahi, NZ Police and key industry stakeholders.

Note: the motor vehicle registration and licensing regulations haven't changed; we're just aligning the safety and compliance inspection process to support the regulations.

Complete serial needs to be entered for LT400 forms

When entering *Heavy vehicle specialist certificates* (LT400s) in the LATIS IVCERT screen, you must type the full serial. The full serial starts with A, followed by numbers.

We've noticed some instances of only part of the serial being entered, for example A00123 is entered as 123.

Please make sure everyone at your site enters the full serial.

End to new COVID-19 temporary exemption requests

After the first COVID-19 lockdown in 2020, the Government asked us to consider several changes to the inspection process.

Because people couldn't renew their WoF/CoF certifications during the lockdown, the industry expected difficulties due to isolation requirements, staff shortages and unknown inspection volumes afterwards. The changes were intended to help manage these issues.

We agreed on a 'stop clock' system, which allowed an added grace period for recheck inspections - typically 28 days. This helped during the later stages of the COVID response as different areas had different lockdown levels.

Inspecting organisations were also able to apply for an exemption from section 2.4(1) of the Land Transport Rule: Vehicle Standards Compliance 2002 to do extended activities. This allowed vehicle inspectors to inspect outside their usual appointment. It included allowing group 26 rental vehicle inspections by a WoF inspector and component checks, such as vehicle identification, to be completed on CoF vehicles by a WoF inspector. This helped relieve pressure on the industry.

As the government removed all COVID-19 requirements, we'll no longer grant new exemption requests. However, we'll allow extended activities to be used by people already granted the exemption until Wednesday 31 January 2024. All group 26 appointments will be removed after this date. Inspectors who wish to continue with extended activities will need to apply for this additional authority.

Vehicle inspector application form - CoF (VI5B)

We wish to acknowledge the success of this united approach between regulator and industry during what was a very difficult time.

Equipment use during testing tinted windows

Please be careful with equipment used for testing tinted windows during WoF inspections. We've had feedback about using equipment and have put together some helpful reminders:

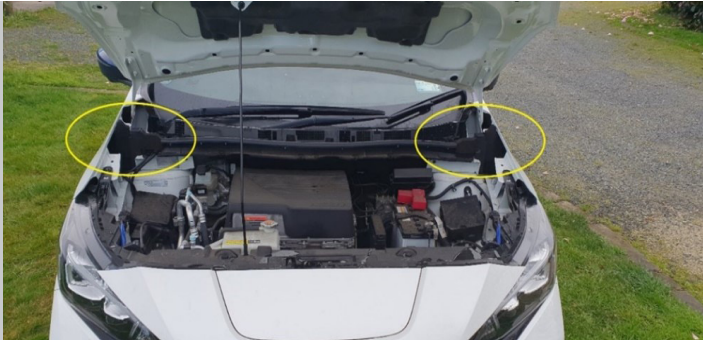
- Inspection equipment must have current maintenance and calibration.
- You must have equipment manufacturer instructions on hand.
- IOs and VIs must use the equipment according to those manufacturer instructions. In some cases VIRM or Waka Kotahi requirements may override them, such as beam setters.
- Check the manufacturer instructions for tint testing equipment. They may say the testing lenses must be cleaned and the equipment calibrated before each use.
- Clean the windows being tested. If you don't, you might get a false reading due to things like grime build up and water spots.

If you're not using the equipment according to manufacturer instructions, you might be failing compliant tinted windows.

Corrosion damaged front suspension strut upper mountings on some Nissan vehicles

Some Nissan models are developing corrosion damage to the front suspension strut upper mountings, and in serious cases, the mounting can fail and cause the strut to separate from the upper mounting.

While the WoF inspection is a non-invasive inspection, inspectors should be aware of this potential issue.



This design allows water to cascade onto the upper front strut upper mounting.



At first glance all looks ok, as the mounting is covered with a cap.



But, when the cap is removed, the corrosion damage from water shows in the upper strut mounting.



If you see any movement or corrosion in the strut assembly, check the vehicle meets the VIRM requirements before issuing a WoF.

9-1 Steering and suspension systems

Reasons for rejection

Condition

7. A suspension component including shock absorbers, springs, upper or lower arms, sway bars, air suspension and kingpins (Note 3):

- b) is damaged, significantly corroded, distorted, or cracked

Refreshed application forms

We've updated many of our application forms and supporting content to include the fee changes effective from 1 October 2023.

We've listed the changes in the Vehicle Inspection Portal.

[Updates to application forms](#)

Work for Waka Kotahi

Certification Officer role

We're looking for an experienced WoF and CoF technician with an excellent knowledge and understanding of VIRMs for WoF/CoF and the Quality Management System (QMS).

In this role you'll be responsible for reviews and investigations into areas of high risk and non-compliance in the vehicle certification sector.

This is a fantastic opportunity for you to contribute towards improving standards, systems and to apply industry best practice.

To find out more visit the Waka Kotahi Careers webpage.

Certification officer

VIRM amendments

Make sure you keep up to date with the latest VIRM amendments and update your QMS/PRS master records.

You can also check the bottom of any page in the VIRM to see when it was last amended.

Go to the VIRM amendments section of the Vehicle Inspection Portal to check for changes that affect you.

VIRM amendments section

WoF, CoF

Reminders

Rechecks

We would like to remind vehicle inspectors that, when a vehicle returns for a recheck after being inspected, you are determining whether the whole vehicle is safe for operation and it meets all WoF or CoF requirements.

Entry of inspection results

Please make sure all inspection outcomes are entered on the day of inspection, even if the vehicle isn't leaving the site.

Complete the vehicle inspector transfer forms

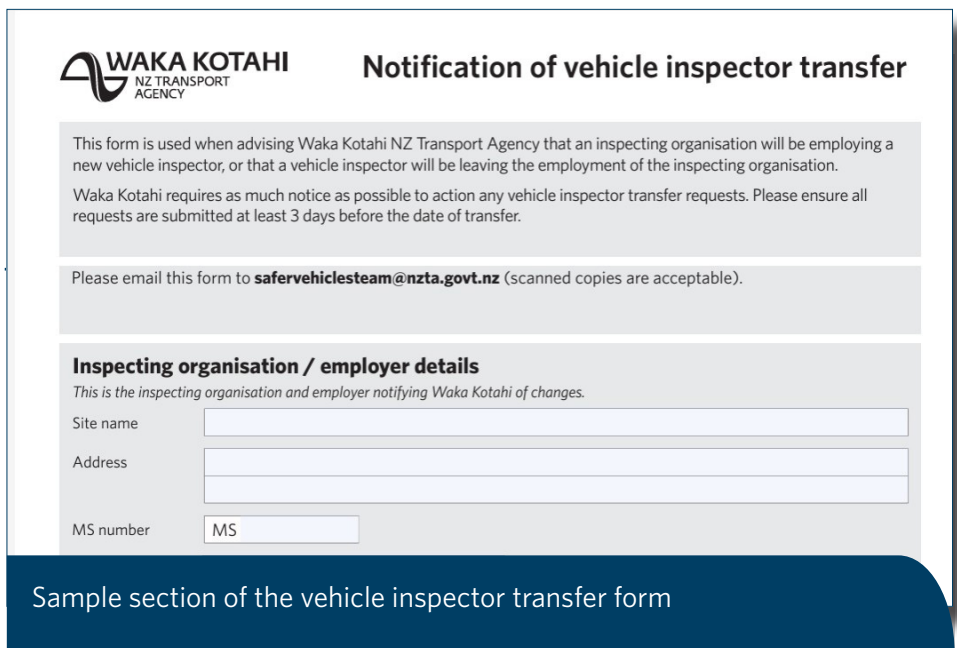
If you have a new employee or someone leaving, you need to complete the *Notification of vehicle inspection transfer* form and email it to:

safervehiclesteam@nzta.govt.nz

You'll receive an automated response to confirm we've received your email. We don't email once your request is actioned, but we'll process it within 3 working days unless the request is for a future date.

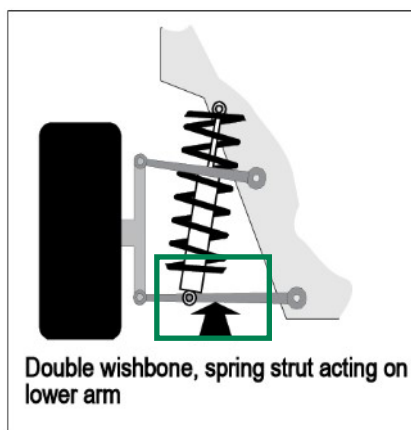
Inspecting organisations should keep the transfer forms and can continue to inspect while waiting for the transfer to be actioned.

Notification of vehicle inspector transfer form



The image shows a sample section of a form titled 'Notification of vehicle inspector transfer' from Waka Kotahi NZ Transport Agency. The form includes a header with the agency logo and name. Below the header, there is a paragraph explaining the form's purpose: 'This form is used when advising Waka Kotahi NZ Transport Agency that an inspecting organisation will be employing a new vehicle inspector, or that a vehicle inspector will be leaving the employment of the inspecting organisation. Waka Kotahi requires as much notice as possible to action any vehicle inspector transfer requests. Please ensure all requests are submitted at least 3 days before the date of transfer.' Below this is a line of text: 'Please email this form to safervehiclesteam@nzta.govt.nz (scanned copies are acceptable).' The main section is titled 'Inspecting organisation / employer details' and includes a sub-heading: 'This is the inspecting organisation and employer notifying Waka Kotahi of changes.' It contains three input fields: 'Site name', 'Address', and 'MS number'. The 'MS number' field has 'MS' entered. The form is presented as a sample section within a blue-bordered box.

Sample section of the vehicle inspector transfer form



Jacking point amendment

The 'double wishbone - spring strut acting on lower arm' image has been amended and now shows the jacking point being under the bottom arm, rather than under the chassis.

Jacking points

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.



Tom was particularly upset that his carefully crafted replacement urethane bush fell foul of RfR 7 h, as it wasn't voided to allow for similar movement to an OE bush.



Burt always had fond memories of his pedal car, so once he finished his night-school carpentry course, he made his own.

WoF quiz answers

- | | | | | |
|---|---|--|--|--|
| 1. If it's inside the compartment of a vehicle designed to transport prisoners. | 2. Remain locked in its adjusted position | 3. 150mm and 300mm | 4. S, or Static lap and diagonal seatbelts without a retractor | 5. Exemption |
| 6-1 Door and hinged panel retention systems, RfR 5 | 7-3 Head restraints, RfR 2 | 7-1 Seats and seat anchorages, RfR 7 and 8 | 7-5 Seatbelts and seatbelt anchorages, RfR 1 and table 7-5-1 | Technical Bulletin 16 and table 16-1-1 |

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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