

WoF news



NZ TRANSPORT AGENCY
WAKA KOTAHI

Issue 18 December 2012

Hello eVIRM, goodbye printed VIRM

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Welcome to the NZTA Vehicle Inspection Portal

Please select your certification type

Alternative fuel system certification | Border inspection of used imported vehicles | Entry certification | Entry certification (new light vehicles) | Heavy vehicle specialist certification

In-service certification (WoF) | In-service certification (WoF and CoP) | Light vehicle repair certification

Send us your feedback

Latest news & updates

User guide and Quick reference guide available
1 August 2012
Get some help finding your way around the new website.

WoF news 17 out now
1 August 2012
How the new learner approved motorcycle scheme may affect VIs | The new RUC system | Vehicle licencing reform | Information about passes and fails regarding misting and leaking shock absorbers.

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Luckily, you haven't had to maintain as many manuals as us here in the office, but with the first electronic WoF VIRM amendment in effect since 1 November 2012, this spelled the end of the printed WoF VIRMs as we have known them, and we don't think anyone will miss inserting amendment pages!

Vehicle inspectors have had three months to get used to the [NZTA vehicle inspection portal](#) where all the electronic VIRMs (or eVIRMs), PRS manuals and other inspection documents now live. The printed WoF VIRMs are now out-of-date and should no longer be used.

Everyone should be using the inspection portal by now, and it seems that many of you have had a good look around the portal because the response to it has been overwhelmingly positive, much better than we hoped for given the initial grizzles before we started developing the portal and eVIRMs.

If you still need some help with using the portal, or for some additional tips, please refer to the user guides under the [User guide](#) tab, talk to your local NZTA transport officer or email evirm@nzta.govt.nz.

More inspection portal news on the next page ...

Wickliffe Christmas closure

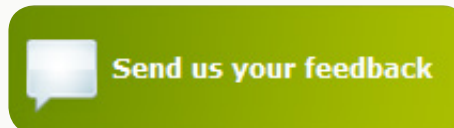
Wickliffe advise that they will close off orders at 2pm on Wednesday 19 December 2012, and re-open on Monday 7 January 2013. Please make sure you order early to cover your needs over this period. There is usually a great demand for orders just before the close off date, so orders may take a couple of days longer to arrive.

If you do need to order during the closed period, you must phone 0800 749 277. There will be a charge of \$30 + GST to process an order during this period.

Using the NZTA vehicle inspection portal feedback button

One great thing about the inspection portal is that you can provide feedback from just about anywhere on the portal. Whether you would like to tell us how you like the portal, point out errors or have any suggestions, just go to the page you would like to provide feedback on, and click on the feedback button located either on the top right-hand side or at the bottom of the page. That way, we know what page you are commenting on when we receive your feedback e-mail. Please note that if you don't provide an e-mail address, we can't respond to you or ask for more info if needed.

Although we would always like to hear your views, please do not use the feedback button for requesting technical assistance. You should continue to use your usual channels for that (see details at the end of this newsletter). The public should be referred to info@nzta.govt.nz.



Keeping up-to-date

It is important that you regularly visit the inspection portal to make sure you keep up with the latest news.

The news is displayed on the portal home page and on each VIRM home page, so make sure you save one of these two links to your desktop for easy access (see the [user guides](#) or [this previous news item](#) to find out how).

DO NOT link directly to say the General vehicles section, the news will not automatically display on that page, so you may miss it unless you specifically remember to look under the *News* tab or on the VIRM or portal home page.

When we publish a new news item that you need to read, we normally notify you via a message on the WoF-online system, so please do not ignore it, and make sure all inspectors at the site are aware of the news. Landata users are notified directly or via the TSDAs or MIA.

No more WoF only VIRM?

In the last few months we have been thinking of removing the WoF only VIRM from the NZTA vehicle inspection portal and have all WoF agents use the [WoF and CoF VIRM](#). This would greatly assist us with removing some duplicated workload, and therefore reduce our error rate. This isn't planned until early next year, but check out the [WoF and CoF VIRM](#) on the NZTA vehicle inspection portal to get a feel for using this VIRM. It contains the same sections as the WoF only VIRM, and you can easily ignore the CoF related sections.

If you have any views on this, one way or the other, we would like to hear them. Please email your thoughts to evirm@nzta.govt.nz.

Not very bright

If you are presented with a vehicle that is fitted with LED strip lights, such as the ones in the photo, then fail the vehicle. These lights are obviously not automotive lights, so not fit for purpose. A number of other requirements are also not complied with, eg light is not diffused, light has been altered etc. Further, and because of that, the lamps can also not be LVV certified.



Reminder - recording odometers accurately

As advised in the previous [WoF news](#), the recent changes to the Road User Charges (RUC) legislation mean that it is very important for vehicle inspectors to record odometer readings, especially for diesel vehicles, accurately both on the checksheet and the inspection system.

For more detailed information, please refer to [WoF news 17 \(July 2012\)](#).

Dealing with vehicles fitted with alcohol interlock devices



From mid-December 2012, you may start seeing the first vehicles fitted with alcohol interlock devices. Only 13 persons have been handed alcohol interlock sentences so far (the scheme started almost three months ago), so numbers are still small at this stage.

Alcohol interlock devices are fitted in a way that prevents the vehicle's engine from starting if someone blows into the device and alcohol is detected. Once the engine has started, you need to keep it running, or if you turn it off, you need to restart it or at least turn the key to the ignition position (where the dash lights come on) within 3 minutes without having to blow into the device again. The driver also has to randomly blow into the device while the vehicle is in use.

Should you be presented with a vehicle fitted with an alcohol interlock device, here are three ways of dealing with it:

1. Have the driver present to blow into the device.
2. Have the driver train the inspector/technician on how to use the device. Due to hygiene reasons, make sure the driver leaves you with a new mouth piece in a sealed bag. Let's hope the inspector/technician doesn't have alcohol on their breath, things will get complicated if they do!
3. Contact the device provider to disable the device while the vehicle is in the workshop. Contact details are provided on the device itself.

If you encounter any problems, you should talk to the driver or contact the device provider.

Beware of dodgy seatbelt repairs

Yeah, yeah, we have all seen various home-made repairs to seatbelts, efforts to get the vehicle through the WoF without having to replace the seatbelt. Such repairs are all illegal and must result in a fail.

However, here is a photo of a repair that may be more common than we think, but that can be difficult to detect. It's the old trick of burning frayed edges. While burning loose strands may prevent them from fraying further, the strands are already broken, so they no longer contribute to the strength of the seatbelt, making the webbing weaker. The photo shows a particularly obvious example of such an illegal repair.



Farewell to Peter Rowley, Transport Officer, Waikato

We are very saddened to let you know that Peter Rowley, Transport Officer (Vehicles) in the BoP/Waikato area, passed away suddenly on 10 November while at home with his family. Over 250 people attended his funeral to farewell him, which shows just how well liked and respected he was.

Peter joined NZTA (LTSA back then) as a Reviewer when the LTSA Vehicle Certification Unit was formed in 2001. Prior to that, some of you may remember him from Motorsafe who used to audit WoF garages on behalf of LTSA.

Peter was a family man, quick-witted, funny, friendly, helpful, and always a gentleman, who enjoyed fishing and life in general. As a colleague and friend he will be sorely missed, and our sincere sympathies go out to his wife Sue, his family and everyone who has had the privilege to have known him.



And finally ...

We know you all play your part in ensuring that vehicles are safe on our roads this festive season, and we hope that vehicle owners will take greater responsibility themselves in ensuring their vehicles are safe on our roads by having their vehicles serviced regularly between WoF inspections.

With safety in mind, we would like to wish you and your families a Merry Christmas and a Happy New Year.



Our contact details

For general enquiries, or contact information about the NZ Transport Agency please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

0800 587 287 (for technical assistance and reporting staff movements)

UNISYS

0800 243 687 (for problems with user access codes and passwords)

NZTA Palmerston North Office

0800 108 809 (for phone inquiries from members of the public)

We welcome your feedback. Please send any comments to:

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Email: vehicles.unit@nzta.govt.nz