

VIRM: IN-SERVICE CERTIFICATION AMENDMENT

October 2020 List of changes and preview pages (WoF only)

SEPTEMBER 2020

SECTION	CHANGE DESCRIPTION
Introduction	
3-4 Establishing whether a vehicle can be inspected for a WoF or CoF	<ul style="list-style-type: none"> Some of the content from here has been moved into new reasons for rejection. This is to make it easier for inspectors to refer to and also to make it easier for inspectors to explain to customers if their vehicle is failed.
General vehicles	
1-2 Vehicle details	<ul style="list-style-type: none"> This is the new section with content moved from Introduction 3-4.
7-5 Seatbelts and seatbelt anchorages	<ul style="list-style-type: none"> Extra text added to remind VIs there are visual examples to guide the inspection of seatbelt fraying and indentation Figure 7-5-8 with examples of damage to seatbelt webbing from certain types of child restraints should be passed for WoF and CoF purposes, assuming no threads are cut (added previous to the amendment).
7-7 Interior impact	<ul style="list-style-type: none"> Table 7-7-1. Brakes added to the additional accelerator pedals (for driving school vehicles) row.
11-1 Exhaust	<ul style="list-style-type: none"> Slight rewording of the text to emphasise that harm to occupants should be a consideration
13-1 Engine and transmission	<ul style="list-style-type: none"> Note 4 updated to match Note 6 in 11-1 Exhaust system
1-2 Licensing labels	<ul style="list-style-type: none"> See general vehicles
7-5 Seatbelts and seatbelt anchorages	<ul style="list-style-type: none"> See general vehicles
Motorcycles	
1-2 Licensing labels	<ul style="list-style-type: none"> See general vehicles
Technical bulletins (general)	
4 Jacking points	<ul style="list-style-type: none"> Jacking points image updates to remove an incorrect item.

PREVIEW PAGES

Introduction

3-4 Establishing whether a vehicle can be inspected for a WoF or CoF

Technical information

Before a vehicle can be inspected for the purpose of issuing a WoF or CoF, it must meet one of the following requirements:

The vehicle is currently registered

The WoF online or LATIS system will validate this when the inspection is entered.

The vehicle is unregistered but has been certified for entry or re-entry into service within the last two years

The WoF online or LATIS system will validate this when the inspection is entered. The inspection must be entered using the VIN.

The vehicle is unregistered and listed in the table below

These do not require certification for entry or re-entry into service. These will need to be treated as an online transaction.

General vehicles

1-2 Vehicle details

Reasons for rejection

1. The number on the registration plate(s) is not the same as stated on the licence label.
2. The licence label does not correctly describe the vehicle
 - do not reject the vehicle if the label type is incorrect, eg 'B' or 'A'.
3. The WoF online or LATIS system does not correctly describe the vehicle.

7-5 Seatbelts and seatbelt anchorages

Reasons for rejection

Tables and images

Summary of legislation

Condition (Note 20)

Seatbelts

- see [Figure 7-5-7](#) for guidance on webbing damage and [Figure 7-5-8](#) for guidance on passable webbing indentations.

4. The seatbelt assembly is not securely fixed to a seatbelt anchorage.
5. A seatbelt component (eg protective plastic cover on buckle, tongue or retractor system) is damaged so that foreign objects may enter the interior components, or that they may cause damage to the interior components, mechanisms or webbing.
6. The seatbelt webbing (including webbing attached to the buckle) has:
 - a) a cut, including a cut on the surface, or
 - b) a rip or tear, or
 - c) fraying, or
 - d) stretching (eg the belt has unusual web patterns or the webbing is deformed, will not lie flat, or is curled or rippled) (see [Figure 7-5-8](#) for exceptions), or
 - e) fading so that most of the colour has been bleached, and:
 - i. shows signs of chalking, or a powdery residue is evident on the webbing, or
 - ii. it has become stiff
 - f) been dyed to conceal fading, or
 - g) contamination from grease, paint, solvents or similar products.
 - h) been replaced or shows other signs of repair ([Note 14](#)) and there is no evidence of approval from the seatbelt manufacturer.

Note Such approval is very unlikely.

Reasons for rejection

Tables and images

Summary of legislation

Figure 7-5-8. Child restraint indentations on seatbelt webbing

The following examples of damage to seatbelt webbing from certain types of child restraints should be passed for WoF and CoF purposes, assuming no threads are cut.



7-7 Interior impact

Reasons for rejection	Tables and images	Summary of legislation
Table 7-7-1. Modifications that do not require LVV certification		
Fitting of or modification to:	LVV certification is not required provided that:	
Additional brake and accelerator pedal (for driving school vehicles)	<ul style="list-style-type: none">The operation of the primary brake pedal is not affected, andno modifications to the primary brake pedal or any other part of the primary brake system has occurred, andadequate clearance is maintained between all pedals. See also Table 8-1-1	

11-1 Exhaust system

5. The exhaust system is so constructed that emitted heat or fumes:

- are not directed away from, and prevented from entering, the vehicle's passenger compartment ([Note 7](#)), or
- are likely to harm vehicle occupants.

See also ([Note 6](#)) regarding screamer pipes.

13-1 Engine and transmission

Note 4

Externally venting wastegates (screamer pipes) are not permitted and cannot be certified as they are not adequately muffled and the exhaust gasses do not exit behind the passenger compartment. However, wastegates that feed gasses into their own muffled exhaust system exiting behind the passenger compartment, or feed gasses back into the vehicle's exhaust system, are permitted.

Motorcycles

1-2 Vehicle details

See general vehicles

Technical bulletins (general)

4 Jacking points

