



INSPECTION NEWS

for vehicle inspectors and certifiers

Issue 5 • December 2020

WAKA KOTAHI REVIEW PROCESS EXPLAINED

An important part of what we do is appointing, monitoring and evaluating the performance of our delegated agents to ensure Waka Kotahi is represented when you carry out your regulatory responsibilities. We will also support you to improve your regulatory performance.

Our goal is to contribute to a 40% reduction in deaths and serious injury by 2030, and the role you play as an inspecting organisation and/or vehicle inspector is essential to achieving this.

In case we haven't seen you for some time, we want to let you know what to expect from the review process as it may differ from your previous experience or you may not have been through this process before.

INSPECTION ORGANISATIONS (IOs)

We will review your QMS to make sure that this is up to date and check that all of your equipment has been calibrated and maintenance has been completed. If your QMS is non-compliant, we will move on to the next steps in the review process.

VEHICLE INSPECTORS (VIs)

1. We may test your knowledge with a short 10-question theory test. These questions are basic routine inspection requirements which you should know as you would apply them in your day-to-day inspection process. Our expectation is that you shouldn't get any more than one incorrect. You are able to use the VIRM to assist you and you'll have 16 minutes to complete the test.
2. We may carry out a practical assessment to check your inspection process.

'If you are compliant, we shouldn't need to come back and see you for some time.'



You may have to complete both a practical and a theory test.

If a VI is away that day, we will return at another time to assess that person.

RESULT

The result of your review will be either 'compliant' or 'non-compliant'. If you are compliant, we shouldn't need to come back and see you for some time. If you have a non-compliant result, we will send you a letter which will list the areas of non-compliance that you will need to address.

FIRST FOLLOW-UP REVIEW

We will come back and carry out a follow-up review to check that you have addressed all the areas of non-compliance we found.

If you become compliant at this review, we shouldn't need to come back and see you for some time.

If you are non-compliant at this review, we will need to consider whether

you have shown any commitment to improvement. If you have, we will consider returning for a second follow-up visit.

We also may decide to issue a written warning for continued non-compliance, we may initiate an investigation, or we might escalate the non-compliance for a recommendation to be made on the authorities that you hold as an VI and IO.

SECOND FOLLOW-UP REVIEW

At this point, we expect that you have addressed all the matters from the previous reviews. If you haven't, and you are again non-compliant, we will need to look further into the authorities that you hold. The matter will be escalated, and an investigation will be opened.

We will only consider a third follow-up review under extenuating circumstances.

Daytime running lamp requirements – a reminder

We have been receiving complaints from the public about incorrectly installed and operated daytime running lamps (DRLs). This is a reminder to check them properly during a WoF or CoF inspection.

- There must be only one pair of DRLs on a vehicle (except for motorcycles which can have a single DRL or a pair of DRLs).
- DRLs should come on with the ignition and go out or dim when the headlamps or fog lamps are turned on.

There are many examples of vehicles driving around with two pairs of DRLs, and some have them on at night with their headlamps. DRLs are too bright for night-time operation and may dazzle other road users.

Seat base frames in Kia Sorento vehicles

If a Kia Sorento manufactured between 2012 and 2015 is presented for inspection, please take care to closely check the seat base frames and welds for cracks under the front seats, as there is some evidence these are failing prematurely. Take note of the rear cross-member of the front seats for cracks.

If you discover any cracks or failures in these seats, please take a photo and email the image to vehicles@nzta.govt.nz



Example of base plate failure. Note that not all failures will be as large or obvious as the one in this image.

Changing model or sub-model for Shelby or Roush modifications is not allowed

We are aware of requests to change the model or sub-model of Ford Mustangs after modifications have been made by people licensed to Shelby or Roush.

These modifications are not part of Ford's original manufacture and certification and the make model or sub-model cannot be changed. The description in Ford New Zealand's certification cannot be changed either. Models and sub-models are set by the manufacturer. Shelby and Roush are modifiers, not manufacturers.

Any requests from Ford New Zealand or Ford franchise dealers should be referred to Waka Kotahi by emailing mr16@nzta.govt.nz. For used imports or parallel new imports, Ford VIN decode information can provide confirmation on models.

Ford VIN decode information

ESC regulations application to vehicle class conversions

If a vehicle is being inspected and complied with nine or less compliant seating positions it must meet the electronic stability control (ESC) requirements for the vehicle's class as inspected (MA/MB/MC) irrespective of the number of seats it was originally manufactured with or stated on the export certificate.

If a vehicle is modified in a way that changes the number of seating positions it must be inspected as it is presented. The number of physical seating positions determines the vehicle class and the ESC requirements.

This applies to the removal of wheelchair positions and dickie/temporary seats. If a class MA, MB or MC vehicle is modified, and appropriately certified, to have more than 9 seating positions it may be inspected as a class MD1/MD2.

VIRM amendments

There have been many amendments across the different VIRMs in 2020, with the most recent major changes on 1 October (WoF and CoF, entry, HVSC).

Make sure you stay up to date with all the latest VIRM amendments for your inspection and certification categories. Also, remember to update your PRS/QMS records once you've familiarised yourself with the changes.

Click on the VIRM below to go to the amendments page to review the recent changes:

VIRM: In-service certification (WoF and CoF)

VIRM: Entry certification

VIRM: Entry certification (new light vehicles)

VIRM: Heavy vehicle specialist certification

VIRM: Light vehicle repair certification

New LVV certification identifier to be rolled out

From February 2021, LVVTA will begin rolling out a replacement to the traditional engraved alloy LVV certification plate, which has been around since 1992.

It is often a struggle to get all the important details into the limited space on the plate, so LVVTA is introducing a new system which provides access to much more detailed information held in a data plate.

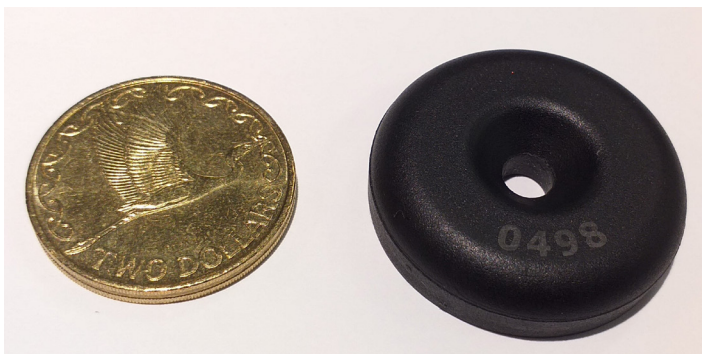


The traditional engraved LVV Certification plate has limited space to describe the modifications.

Unlike the restricted space on an engraved plate, large amounts of data can be stored and made available, yet the small size of the plate allows it to be more easily fitted than the engraved plate. This is a great improvement as it has long been an issue to find a suitable attachment space in a cramped engine bay or on a motorcycle frame.

Entry certifiers and WoF inspectors will be able to check the information and photos against the vehicle and confirm the modifications are the same as at the time of certification – and they'll be able to do it from their phone.

The data plate has a microchip and antenna embedded inside and batteries are not required – like the security tags on clothing in stores. The chip is activated by a signal from a



The replacement for the old alloy cert plate is a small plastic disc.

reader that is built into many mobile phones. It links directly to an online database of information on the modifications.

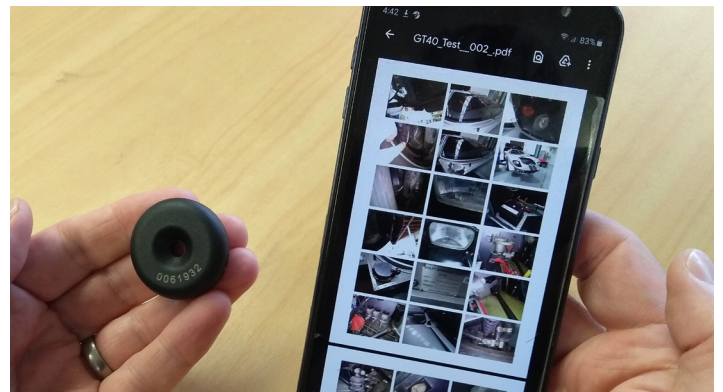
The replacement for the engraved alloy certification plate is an individually numbered electronic data plate, not much bigger than a \$2 coin.

The device must be close to the disc to scan it and once read, the data is automatically presented on screen.

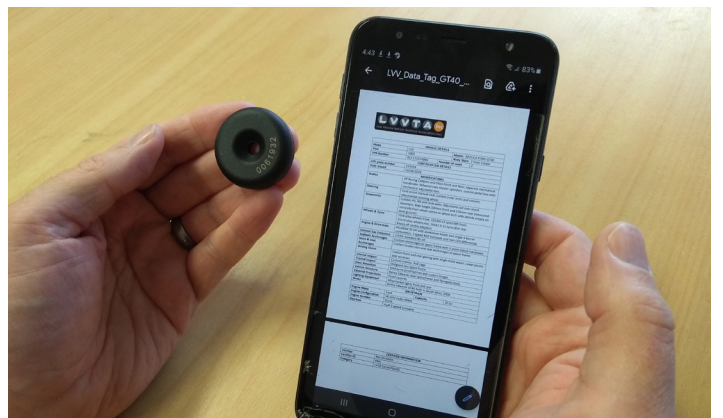
The information can also be found on the LVVTA website by entering the data plate's serial number together with the last six digits of the vehicle's VIN number.

The changeover will be rolled out for new LVV certifications. There is no requirement to replace existing engraved plates with the new data plate, but a vehicle that is being re-certified will swap to the data plate.

The definition of an LVV plate will be updated in the VIRM to include electronic data plates.



Photographs of the vehicle and modifications will be available.



Detailed information about the modifications will be available.



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

We welcome your feedback. Please send comments to:

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