



Kia ora

You'll be aware that Safer Vehicle's first prosecution was completed in July with the sentencing of a person connected to a previous inspecting organisation. I'm really happy with the result as I believe this action protects the integrity of the vehicle/certification process which most of you do well.

You can read more in this issue of *Inspection news*.

I'd also like to take the opportunity to thank some of our providers who worked together to come up with an approach to help with vehicle inspections connected to the FIFA Women's World Cup. A significant number of vehicles were imported to help transport

support personnel and equipment. All vehicles required urgent WoF inspections and it was amazing to see the kotahitanga (unity) between industry members to get this sizeable job completed.

Nicole

Senior Manager Safer Vehicles

WoF, CoF

Minimum number of inspections

When you're appointed as a vehicle inspector or certifier, you're required to complete a minimum number of inspections each year as part of your appointment and in accordance with the *Vehicle Inspection Requirements Manual* (VIRM). This helps make sure your knowledge and skills remain up to date and relevant.

We're currently looking at in-service data to determine where requirements aren't being met.

Our current focus is on vehicle inspectors that haven't completed any inspections in one-year or more. Following this, we'll look at those who haven't met requirements in the last 12 months.

If you're no longer involved in vehicle inspections, please ensure your IO completes the *Notification of vehicle inspector transfer* form, or contact us at vehicleinspections@nzta.govt.nz

WoF, CoF

New vehicle inspector transfer form

We've updated the *Notification of vehicle inspector transfer* form. You now need to send these to our regional Safer Vehicles teams instead of the Provider Licensing team.

The updated form reflects the new details, including a new email address to send the forms to.

If you use a previous version of the form and send it to Provider Licensing, they'll forward it on to the regions but this may cause a processing delay.

[Notification of vehicle inspector transfer form](#)

WoF quiz

- 1 A VIN must never contain which 3 letters?
- 2 What is the maximum width for a light motor vehicle?
- 3 Dents in the vehicle's cant rail or roof structure due to hail damage shouldn't be considered to affect a vehicle's structural integrity if they're less than ____ mm in diameter and ____ mm in depth?
- 4 A forward-facing cosmetic lamp that doesn't comply with the equipment, condition and performance requirements must be _____ or _____?
- 5 A class MA vehicle manufactured before 1 July 1986 must have a front windscreen that has standards markings indicating that it's made of?

Answers are on the last page.

Prosecution sentencing: a good reminder to review your processes

In July, our first prosecution was completed. Mr Brett Wayne Robinson from Tāmaki Makaurau, Auckland was sentenced to 8 months home detention and payment of costs, after pleading guilty in March to one charge of dishonestly accessing a computer system.

Mr Robinson was a director at an inspection organisation and issued over 900 WoFs using the details of a vehicle inspector who no longer worked for him. Mr Robinson was never appointed as a vehicle inspector, having applied and failed to meet our requirements for appointment multiple times.

Over 900 people and their whānau and friends were put at risk in vehicles that may not have performed in an emergency as they were designed to.

Unfortunately, over the last few months we've found several instances where unlawful access or dishonestly accessing documents may have occurred. We're currently assessing whether further action will be taken. It's incredibly disappointing to discover these types of activities and it lets down the industry as a whole.

Take time to review your processes

Inspecting organisations play a vital role in meeting a vision where everyone can get to where they're going safely.

The majority of IOs and VIs are compliant in their appointments, but we'd like to encourage you to take time now to review your processes, check that VIs are appropriately skilled and completing inspections correctly, and ensure that all paperwork and business requirements remain correct.

Keep login details confidential

- Don't share your username and password: your best protection is to enter your inspections yourself.
- Keep your inspector ID private: this helps to ensure that no one else can issue WoFs illegally under your ID. Your inspector ID is the short combination of letters you enter when you key an inspection. It's different to your authority number (or 'A' number). Your 'A' number is on your *Certificate of appointment*, which is publicly available information.
- Leaving or changing sites: send us a message to have your inspector appointment unassigned from the site you're leaving, or if leaving the industry, you should retire your appointment. If transferring to a new site, your details must be recorded under that inspecting organisation. If using LANDATA, consider changing your password when you change sites. While you shouldn't have shared it with anyone else, it's a simple way to add another layer of protection.

VIRM amendments

There were some updates across several VIRMs that came into effect in May, June and July.

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 of the changes that affect you.

[VIRM amendments section](#)

Entry

Removal of rear window VIN etch requirement

We've removed the requirement to etch a VIN into the rear window of:

- a used imported motor vehicle, and
- a previously registered vehicle re-entering service.

[Pre-registration and VIN 4-1 Methods for affixing a VIN](#)

CoF

Wheelchair ramp failure

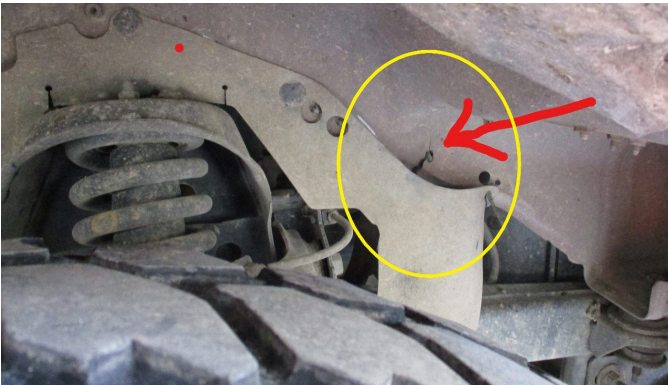
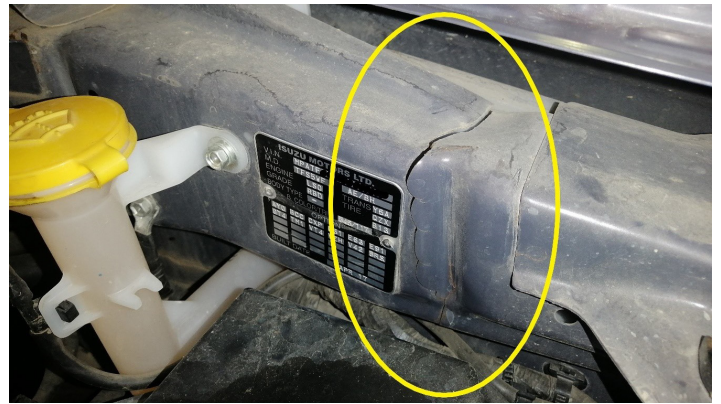
On 23 May 2023 a wheelchair ramp collapsed while a person in a wheelchair was being pushed off a bus. Fortunately the passenger wasn't badly injured.

The ramp was an aluminium honeycomb panel assembly – an adhesive joint failed, possibly due to damage sustained during a previous repair.

On checking other buses some solid aluminium wheelchair ramps were found to have loose fixing screws. Please pay close attention to wheelchair ramps during your inspection.

Isuzu D-Max cracking in engine bay

Some second-generation Isuzu D-Max vehicles have been developing serious cracking to the inner structural components of the engine bay and the structure behind the front wheels. This issue may be exacerbated by fitting heavy-duty bull bars. Vehicle inspectors should look for damage to both sides of the engine bay structure in models from 2011 and 2019.



In some instances, there's cracking through the wheel arch.

The cracking in the photos is clearly reasons for rejection as per the VIRM 3-1 Structure – Reasons for rejection 1 (a, b, and c) and figure 3-1-2:

VIRMs - Structure (incl. frontal impact)

Condition

1. The structure of the vehicle (shaded areas of [Figure 3-1-2](#)) has visible:
 - a) deformation from the original shape that has affected the vehicle's structural integrity (Note 1) (Note 3) (Note 9) ([Figure 3-1-4](#)), or
 - b) cracking, or
 - c) fracture

Check for signs of water damage

It's been a very wet year for many parts of the country. While we've seen one-off floods in the past, the continuous wet weather is playing havoc across the country, including water damage to vehicles.

Thousands of vehicles were registered as damaged following the Tāmaki Makaurau (Auckland) floods earlier this year. Cyclone Gabrielle followed and many vehicles were written off as a result.

As you know, simply drying out vehicles isn't enough as there can be hidden damage, and damage that will gradually appear.

However, we expect this has occurred in many instances and we're concerned about the vehicle safety implications over the next 5 years - especially as vehicles start to show damage from corrosion.

We know that water damage is difficult to spot without invasive checks, so this is simply a reminder to keep an eye out for signs of water damage. If you're in an area prone to flooding, you may want to ask if the vehicle has been exposed to flooding before you start an inspection.

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.



It soon became clear that Bill had misheard the customer when they said rattle under the bonnet



Tom hoped that his second attempt at DIY seatbelt re-webbing would be considerably more successful than his first



Rick had seen tyres with rim protection before, but never to this extent

WoF quiz answers

1. I, O or Q
1-1 VIN and chassis number
RfR 2, Note 3
2. 2.55 metres
2-2 Dimensions
RfR 1, Table 2-2-1
3. 40mm and 5mm
Structure 3-1
RfR 1 a, Note 9
4. made to comply or be removed from the vehicle
4-15 Other Lighting
Note 3
5. Safety glass or Laminated glass
5-1 Glazing
RfR 2, Table 5-1-1

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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