

VIRM: In-service certification (WoF only) amendment

1 April 2023 amendment preview

March 2023

Note that the screenshots in this document are from the new look Vehicle Inspection Portal, which will be live on the evening of Tuesday 21 March 2023.

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Introduction

5 Inspection premises and equipment

We are removing mechanical portable brake decelerometers from the approved brake testing equipment list in the VIRM. They're no longer fit for purpose due to their inability to record and store brake test data and indicate average brake efficiency for the test vehicle as requested in the brake rules.

The following mechanical decelerometers cannot be used by inspecting organisations that are authorised to operate after 1 June 2023. Inspecting organisations that were authorised to operate before 1 June 2023 have until 1 June 2024 to phase out their use and be replaced by an approved electronic decelerometer.

Table 5.5.1. Mechanical decelerometers being phased out June 2024

Manufacturer	Models	Gazette notice details
Bowmonk	Model MkIII Dynamometer	25 August 1960, No 54, p 1281
Tapley	Tapley portable brake tester	7 March 1957, No 20, p 449
Tecalemit	Model No DE 5000 CU Roller brake testing machine	22 February 1996, No 15, p 508
Vane	Vane Bowmonk dynamometer	16 March 1967, No 16, p 384
Weaver	WY-25, WY-30, WY-40S, WY-55, WY-60, WY-70S, WY-75 and WY-76	7 March 1957, No 20, p 449

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General vehicles and Light PSVs

5-1 Glazing

Due to the conflicting statements between the VIRM and the Repair Rule (32012) or NZ Standard (AS/NZS 2366:1 1999), VIs are rejecting repairs that are certified by authorised repairers that are acceptable.

To reduce confusion, we're simplifying the wording in the VIRM for repairs inside the Critical Vision Area (CVA).

Condition within the critical vision area (CVA)

9. The critical vision area (CVA) of a windscreen ([Figure 5-1-4](#)) is damaged (apart from scratching, surface pitting, small stone marks and certified visible repairs that do not affect the driver's vision).

Note 2

Damage includes any unrepaired damage and attempted visible repairs that unreasonably impair the driver's vision.

10-1 Tyres and wheels

Figure 10-1-6 has been added to show examples of tyre cracks that can be accepted as minor and those more than 25mm long as detailed in RfR 13 (b).

Figure 10-1-6. Sample tyre cracking images

Minor cracking - pass. Make a note on the checksheet about minor cracking



Unacceptable cracking - fail



Light trailers

5-1 Service brake, parking brake and breakaway brake

We're updating the recommended method of checking light trailer brakes in compliance with the *Land Transport Rule: Light-Vehicle Brakes 2002* that was approved in November 2021.

Note 4

The recommended method of checking operation of the brakes is to check the braking components' condition, jacking the vehicle whilst the hand brake is applied and checking to see if the wheels can be turned. This method ensures that all the components are in a state that when the trailer is laden the components will perform in a way that generates adequate brake force to stop the trailer and combination within the legal requirements.