

VIRM: IN-SERVICE CERTIFICATION AMENDMENT 1 JUNE 2019

List of changes and preview pages (WoF only)

MAY 2019

In this amendment

- Updates to images in the glazing section to assist vehicle inspectors
- General information about spotting cracking failure in light trailers
- Images to show how to spot a repaired Trailpro trailer
- Changes as a result of the [Land Transport Rule: Regulatory Stewardship \(Omnibus\) Amendment 2018](#). For insights behind the changes, you can read the [summary of submissions document](#) (changes listed in separate table on the next page)

LIST OF CHANGES – GENERAL

SECTION	CHANGE DESCRIPTION
General vehicles	
4-1 Headlamps	<ul style="list-style-type: none"> • Rfr 15(h) updated to allow for vehicles without a headlamp warning device to be passed if one is not fitted (fitted but not working is still a fail item)
5-1 Glazing	<ul style="list-style-type: none"> • Limousine and body recovery vehicles (hearse) added to figure 5-1-6 Minimum VLT limits for modified glazing (tinted overlays) for different vehicle classes • Critical vision area diagram updated to align with AS/NZS 2080-2006
General trailers	
3-1 Structure	<ul style="list-style-type: none"> • Note and image added to assist vehicle inspectors with spotting cracking failure at the point(s) where the drawbar attaches to the body of the trailer in light trailers • Repaired Trailpro trailers can be identified by the 'R' after the serial number on the plate • Image of a repaired Trailpro trailer

LIST OF CHANGES – OMNIBUS

See also the [summary of submissions document](#)

SECTION	REASON FOR RULE CHANGE
General vehicles	
2-2 Dimensions	<ul style="list-style-type: none"> • Proposal 67: correcting an error in 6.18(2)d of the Rule – replace 'hazard warning sign' with 'OVERSIZE'. Means that OVERSIZE sign be frangible if any part of the sign extends

	beyond the body or load of the vehicle, whichever it is attached to (frangible means breakable or readily deformable)
General trailers	
2-2 Dimensions	<ul style="list-style-type: none"> • See general vehicles
5-1 Brakes	<ul style="list-style-type: none"> • Proposal 6: The objective of the amendment Rule is to allow for trailers weighing between 2,500 kg and 3,500 kg to have indirect service brakes or direct service brakes
Forklifts	
2-2 Dimensions	<ul style="list-style-type: none"> • See general vehicles
Tractors	
2-2 Dimensions	<ul style="list-style-type: none"> • See general vehicles
Unclassified vehicles	
2-2 Dimensions	<ul style="list-style-type: none"> • See general vehicles
Technical bulletins (general)	
15 Identifying compliant hitches and brake systems	<ul style="list-style-type: none"> • New technical bulletin to assist vehicle inspectors identify brakes compliant with UN/ECE regulation 13

PREVIEW PAGES

Includes [Land Transport Rule: Regulatory Stewardship \(Omnibus\) Amendment 2018](#) changes

General vehicles

2-2 Dimensions (Omnibus)

³ OVERSIZE sign:

- must be black lettering on a yellow-green background
- must be at least 300mm x 1100mm in size
- be frangible if any part of the sign extends beyond the body or load of the vehicle, whichever it is attached to (frangible means breakable or readily deformable)
- may be in two parts: OVER and SIZE.

4-1 headlamps

Reasons for rejection	Tables and images	Summary of legislation
15. When the main-beam headlamps are switched on (with wheels pointing straight ahead):		
h) a main-beam headlamp warning device, if fitted as original equipment, does not indicate to the driver that the main-beam headlamps are switched on.		

5-1 Glazing

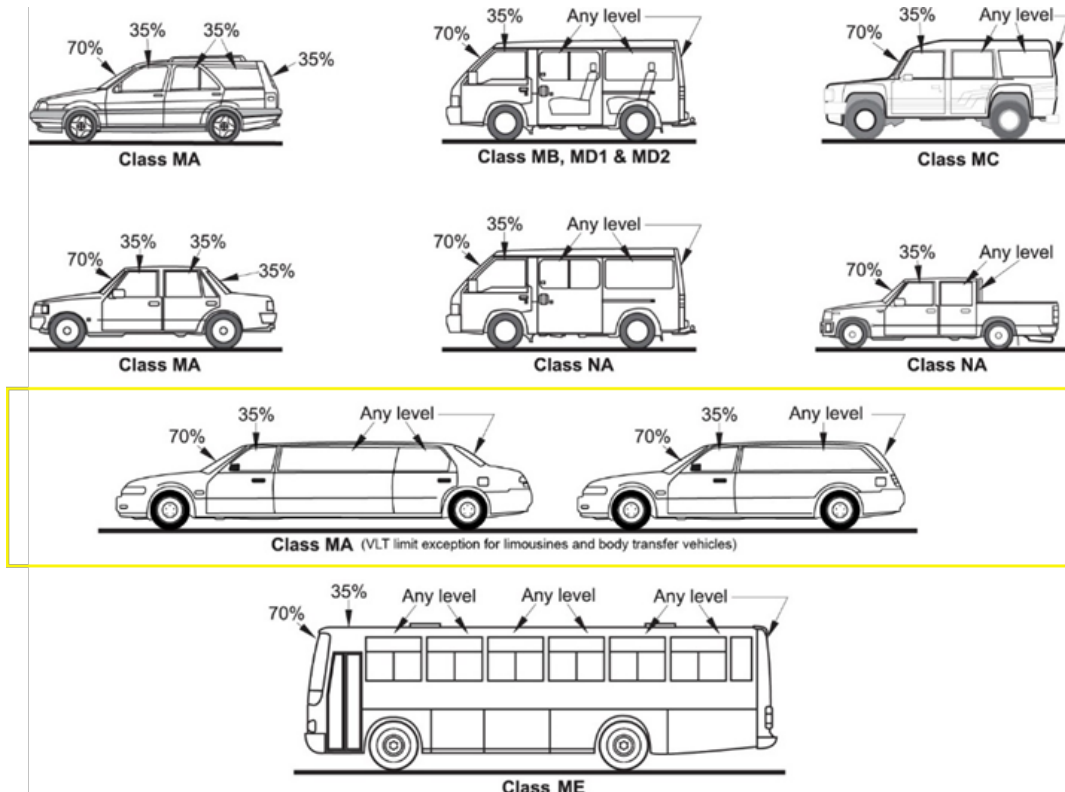
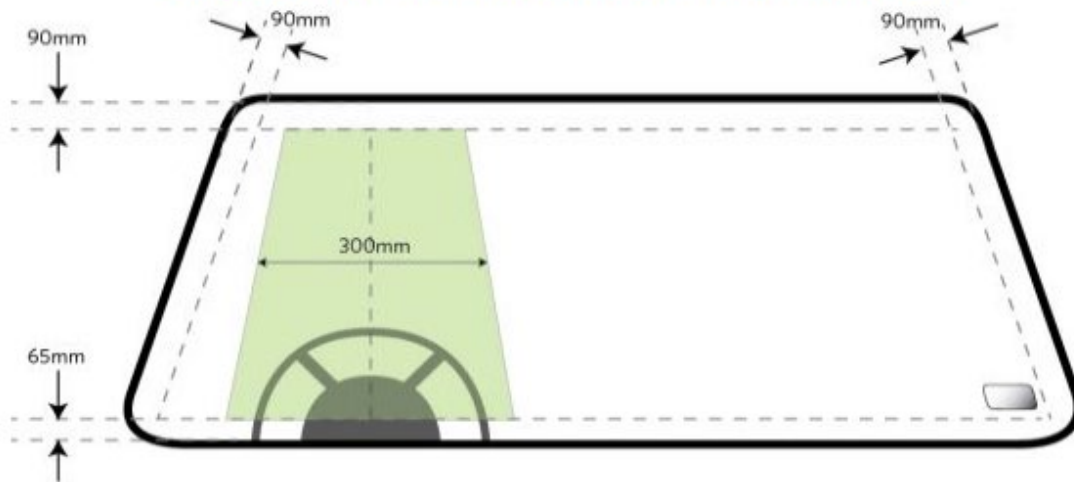


Figure 5-1-4. Windscreen critical vision area (CVA)



To be measured from the inside of the vehicle from the point where the glass is visible (ie after any seals)

General trailers

3-1 Structure

Reasons for rejection

Tables and images

Summary of legislation

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 2**), or
 - b) cracking (**Note 3**) (**Figure 3-1-3**), or
 - c) fracture, or
 - d) corrosion damage (**Note 1**) that is individually larger than 50mm in diameter (**Figure 3-1-1**), or
 - e) any corrosion that the inspector considers has caused weakening of the load-bearing structure, or
 - f) poor repairs (**Note 1**) that have not returned the structure to within a safe tolerance of when it was manufactured (**Note 2**), such as:
 - i. filler has been used in an attempt to conceal corrosion damage or deformation of a component, or
 - ii. a high strength steel component has been heated.

6. The trailer is an unrepaired Trailpro 8x4 Tradesman (model number TP5) or a Trailpro 8x5 Tandem (model number TP8), with a bolt-through drawbar attachment (these trailers are subject to safety recall) (**Note 4**). See **Figure 3-1-5** for advice on identifying these trailers. See **Figure 3-1-6** and **Figure 3-1-7** for advice on identifying repaired Trailpro trailers.

Note 3

Special attention should be given to the point or points where the drawbar attaches to the body of the trailer. This is often the first point of structural failure on trailers.

Note 4

The NZ Transport Agency is aware of a safety risk with the Trailpro brand of light trailers which were sold through Bunnings NZ between 1 January 2006 and 12 October 2018. The TP5 has a single axle and a tray size of 8'x4' (2.4m x 1.2m). The TP8 is a tandem axle model with a tray size of 8'x5' (2.4m x 1.5m). Other models, such as **the TP1 and TP6 are not included in the recall and have a smaller tray size**. More information can be found in the **safety recall notice** on the Transport Agency website.

Repaired trailers are identified by an 'R' after the serial number (**Figure 3-1-6**).

Figure 3-1-3. Drawbar attachment to trailer

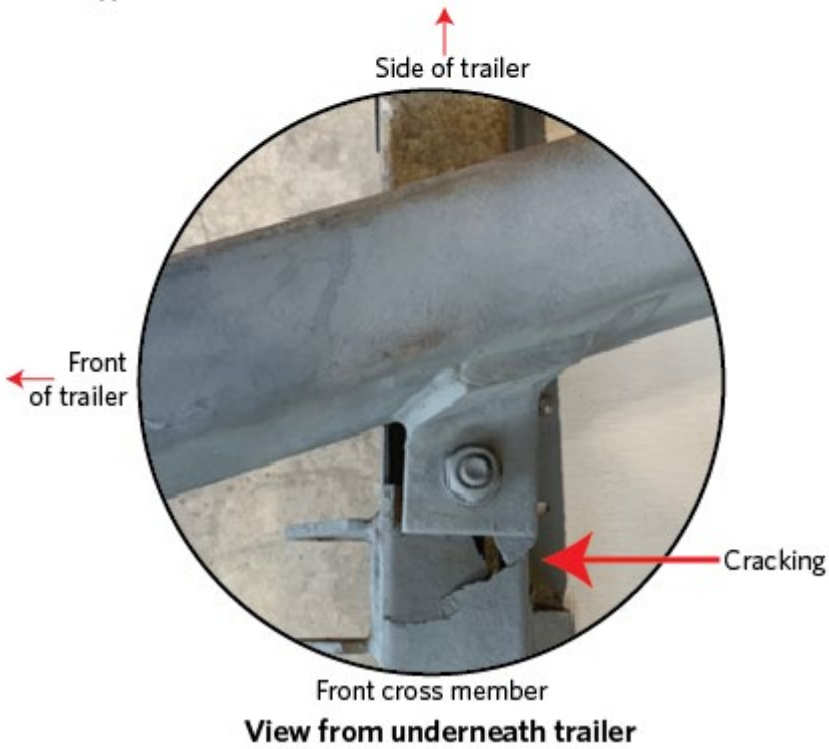
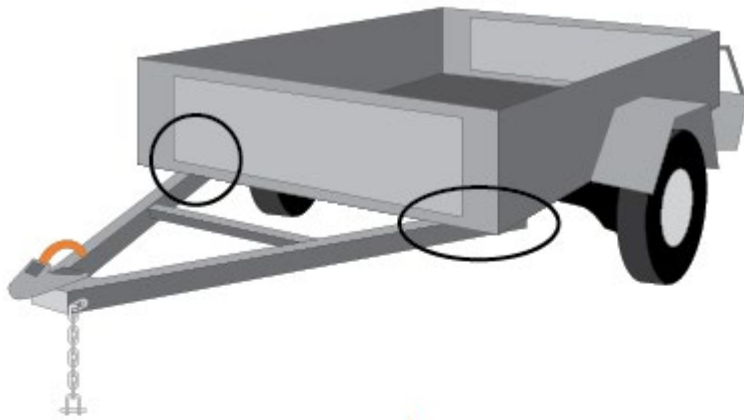


Figure 3-1-6. Trailpro plate showing repaired status

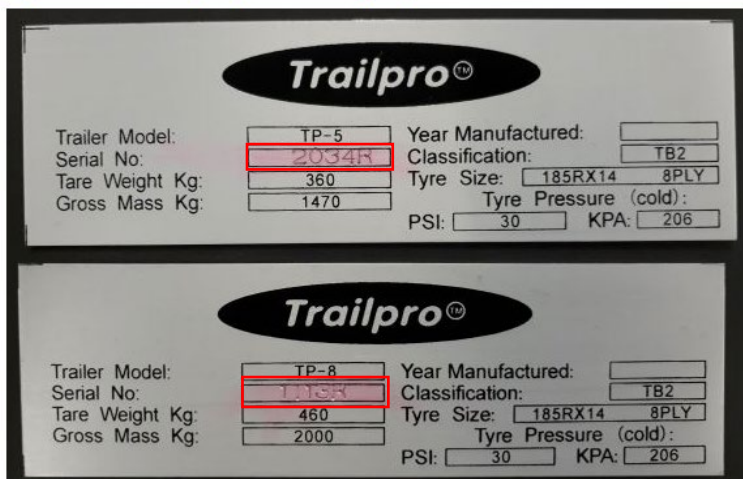


Figure 3-1-7. New front mount of the repaired Trailpro 8x4 and 8x5 trailers



5-1 Brakes (Omnibus)

Reasons for rejection **Tables and images** Summary of legislation

Table 5-1-1. Trailer brake requirements

Type of brake required	Laden weight (Note 5) of the trailer		
	2000 kg or less	2001–2500 kg	2501 kg or more
Service brake	Not required but, if fitted, must act on each wheel of at least one axle	Required; either direct or indirect service brake must act on each wheel of at least one axle	Required; direct service brake must act on each wheel of at least one axle, or an indirect service brake that complies with UN/ECE Regulation No.13 (see Technical bulletin 15: Identifying compliant hitches and brake systems) Note: A compliant brake system will require 4 brakes acting across 2 axles (one per wheel)
Parking brake	Not required	Not required	Required; must act on at least one complete axle
Breakaway brake (Note 1) (Note 4)	Required unless fitted with an appropriate coupling and safety chain	Required, unless fitted with an appropriate coupling and two safety chains	Required, unless fitted with an appropriate coupling and two safety chains (Note: If a breakaway brake is fitted, safety chains are still recommended but not required)

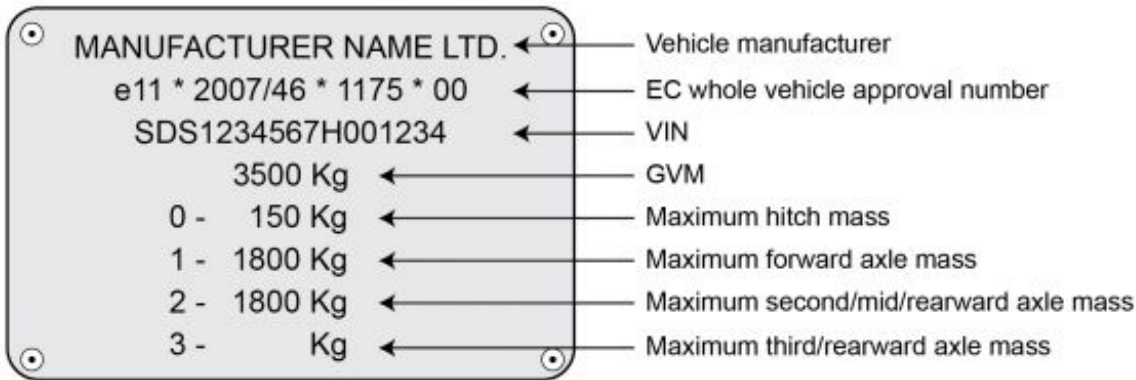
Extract taken from: NZTA Vehicle Portal > VIRMs > In-service certification (WoF and CoF) > Technical bulletins (general) > Identifying compliant hitches and brake systems

15 Identifying compliant hitches and brake systems

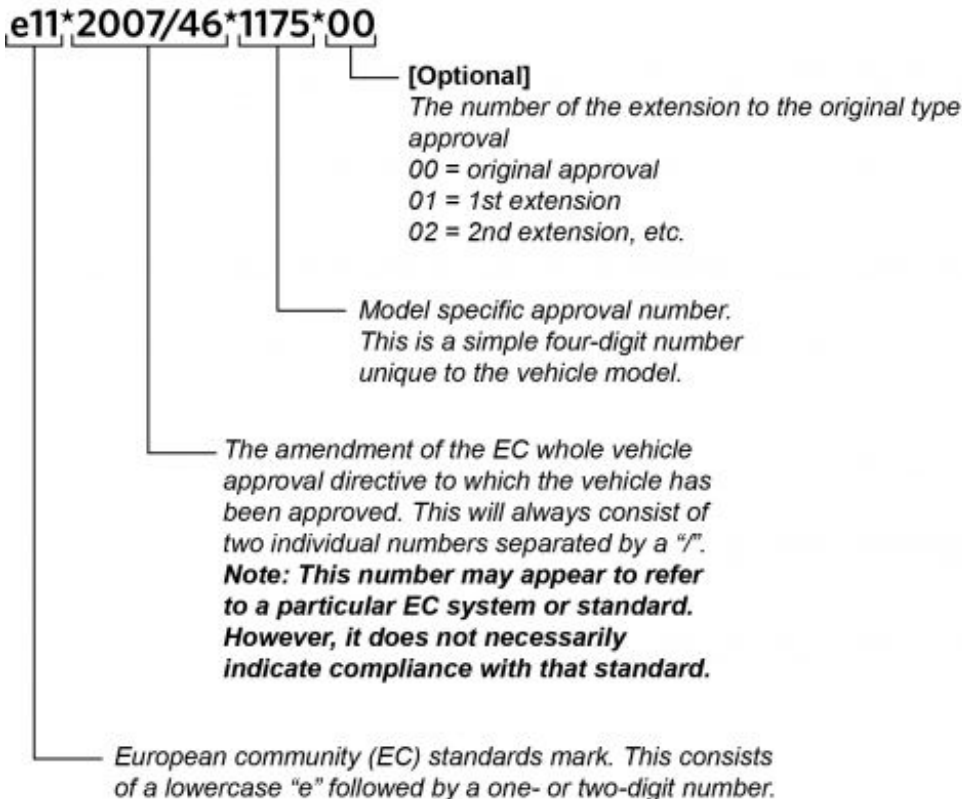
Imported trailers with whole vehicle type approval

A trailer that has European whole vehicle type approval will have brakes compliant with UN/ECE Regulation 13. These trailers are identified by a plate very similar to the following:

Identifying the EC whole vehicle approval plate



The EC whole vehicle approval number



Trailers fitted with a UN/ECE Regulation 13 braking system

These trailers are usually built in New Zealand and fitted with an imported braking system. An approved braking system can be identified by the features and markings detailed below. If these features and markings are not present the owner must be able

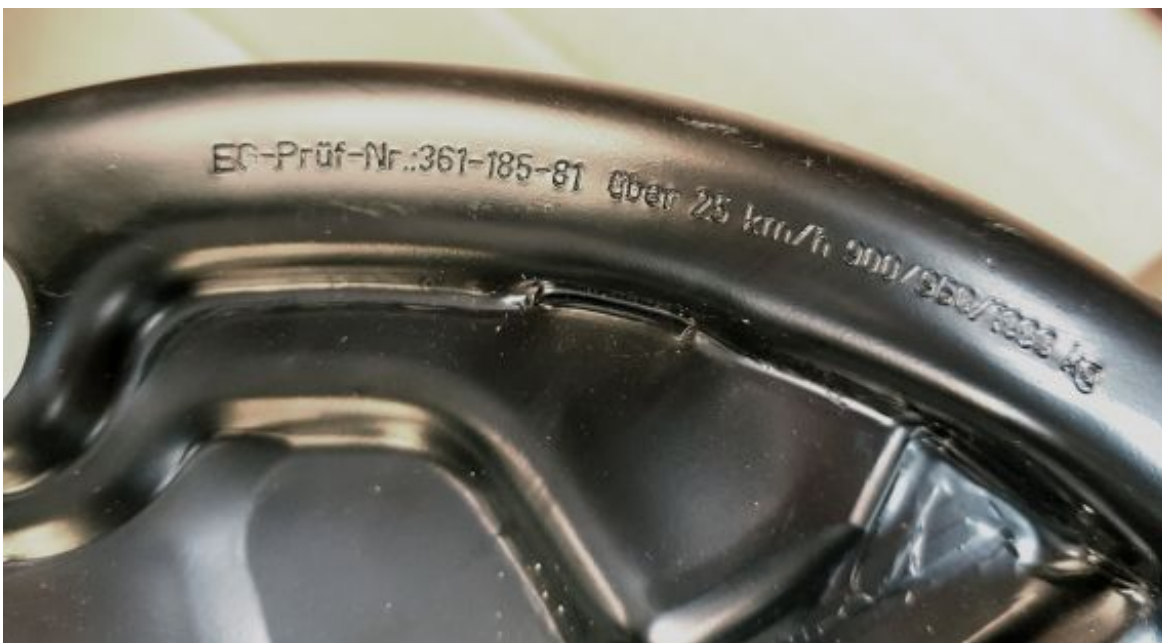
to present documentation that reasonably proves the braking system is compliant with UN/ECE Reg.13 and Reg.55.

Compliant hitch



- A compliant hitch will be fitted with a plate like the one above that indicates it is compliant to Reg. 55 as per the red highlighted section in the image.

Compliant brake system



- A compliant brake system will require 4 brakes acting across 2 axles (one per wheel). The back of each brake drum will have a test number marking like that shown above.

Trailers without a UN/ECE approved brake system

Trailers presented without a European approved braking system, as per the two sections above, must be presented with an exemption letter issued by the Transport Agency. An example of this may be seen below. These trailers are usually built in New Zealand and are usually fitted with a brake system manufactured in New Zealand. Some of these trailers will be fitted with a plate like the one shown below. All these trailers must have a VIN/chassis that matches that shown on the exemption letter.

Coupling Supplied by:

TRAILQUIP LTD

1 Tuna Street

Dargaville NZ

www.trailquip.co.nz | 0800 487 245

This KFG35 Cast coupling has been modified from it's original mechanical brake output design to the hydraulic one as fitted. When fitted as part of the wider braking system known as the Trailquip Hygo system(hubs, rotors callipers, parkbrake), it has been independently certified to meet the braking performance requirements of UNECE R13. The Hygo system is suitable for TB class trailers up to 3500kg when an exemption from compliance to the Land Transport Rule Light Vehicle brakes 2002 has been granted.

LOAD RATING
3500KG

HEAD PART #
C2700KN

DATE SUPPLIED
18/1/2019

MASTER CYL.PART #
C3401A

UNIT SERIAL #
XXXXXX

HYD FRAME PART #
CYH01

Original KFG35 Serial # 1XXXXX

Sample exemption letter

Reference: XXXXXXXXXXXXXXX

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF
LAND TRANSPORT RULE: Light Vehicle Brakes 2002,
Rule 32014**

Pursuant to Section 166(1) of the Land Transport Act 1998, and pursuant to the powers delegated to me, I, [NZTA staff member name], Assessments Representative, Customer Assessments, hereby exempt the motor vehicle specified in Schedule 1 hereto from the sections of the rule Light Vehicle Brakes 2002 listed in Schedule 2, subject to the conditions in Schedule 3.

SCHEDULE 1: Vehicle Details

YEAR	MAKE	CHASSIS
2018	Norris	7AT0XXXXXXXXXXXX

SCHEDULE 2: Exempted Requirement

Section 2.4(5): A vehicle of Class TB with a laden weight of 2500kg or more must be fitted with:
(a) a direct trailer service brake

SCHEDULE 3: Conditions of this exemption:

1. The loaded mass of the vehicle in Schedule 1 must not exceed 3500kg; and
2. The vehicle in Schedule 1 must be towed only by a vehicle which has a manufacturer's braked towing capacity equal to or greater than the laden weight of the trailer; and
3. An EC Certificate of Conformity for complete vehicles must be obtained for each vehicle; and
4. The vehicles breakaway brakes must be properly connected to the towing vehicle at all times while the vehicle is being towed; and
5. The braking systems of this vehicle in Schedule 1 must be properly maintained, and there must not be any modifications to it without such modifications being certified by an approved New Zealand Low Volume Vehicle Certifier; and
6. A copy of this exemption must be carried in the vehicle and be produced to vehicle inspectors and enforcement officers if requested; and
7. This exemption can be revoked at any time by the NZ Transport Agency.

Signed at Wellington this 13th day of March 2019

[Name]
Assessments Representative
Customer Assessments
NZ Transport Agency