

Are you a learner or restricted motorcycle rider?

If you are, and you inspect motorcycles for WoF, then you need to know that on 1 October 2012 we are introducing the new Learner Approved Motorcycle Scheme (LAMS). This will affect which motorcycles you may inspect for WoF.

At present, you may ride only motorcycles with a maximum of 250cc engine size. From 1 October 2012, this continues, although a small number of high-powered 250cc motorcycles will become prohibited (currently five models). From 1 October 2012, you will also be able to ride a large number of approved motorcycles up to 660cc engine size that have a low power-to-weight ratio, that is, not exceeding 150kW per tonne.

From a WoF perspective, these changes mean that from 1 October 2012 you will be able to test a far greater variety of motorcycles. For further information, visit the NZTA website www.nzta.govt.nz/LAMS. If you regularly test motorcycles, you may wish to print the lists of approved and prohibited motorcycles for easy reference. Note that the lists are updated occasionally as manufacturers advise us of new models to add.

Where is the eVIRM?

Good question. It's been a long time coming, but it has just been confirmed that the **eVIRM portal will go live on 1 August 2012**. The portal will be a public website so you can access it anywhere, anytime, provided there is internet access, no password or other type of registration required. You can use the eVIRM not only on desktop or laptop computers, but also on mobile devices such as smartphones and tablets. Therefore, you may wish to consider installing wireless broadband in your workshop.

More detailed information about accessing and using the eVIRM portal will be sent out before 1 August. Watch out for it on the WoF-online news page (Landata users will be advised separately).

For those of you who have not seen the eVIRM before, here are a couple of screen shots:



New road user charges (RUC) system coming into effect on 1 August 2012

Changes aimed at simplifying and modernising the RUC system will come into effect on 1 August 2012, and vehicle inspectors will play an important part in ensuring that the system works.

So, what can vehicle inspectors do to help?

1. Record odometer readings accurately



The new system will verify RUC payments against odometer readings recorded at WoF inspections. If an odometer reading is higher than the odometer up to which RUC has been paid, the vehicle owner may be sent an assessment invoice. To avoid invoicing vehicle owners incorrectly, it is important that vehicle inspectors record the odometer accurately both on the checksheet and the inspection system.

The VIRM already requires vehicle inspectors to record vehicle information, including odometers, accurately. Here are a couple of common errors to be aware of and avoid:

- Accidentally transposing digits, eg recording 19,000km instead of 10,900km.
- Recording the decimal digit as km, eg 109,007km instead of 10,900.7km (record as 10,900km, never record the decimal digit). Many vehicles don't have a decimal digit, but where there is one, it is usually easily identified, eg the "5" in the photo above.

2. Check that a diesel vehicle is recorded as a diesel vehicle

Vehicle inspectors are required to identify and record whether or not a vehicle runs on diesel. It is important that this information is correctly recorded on the WoF checksheet and the system (see below). If the record is wrong, you can easily change it.

WoF-online	Landata
Diesel: <input checked="" type="radio"/> yes <input type="radio"/> no	Odometer Reading <input type="text" value="12345"/> Diesel Fuel <input type="text" value="Yes"/>

3. Check the odometer against the RUC label (optional)

As you are probably aware, some people forget to get their WoF or update their vehicle licence on time. The same applies to RUC where some people forget to purchase new RUC when they need to.

If you would like to provide an additional service to your customers, you may consider checking the vehicle's odometer against the vehicle's RUC label, see below, usually placed on the windscreen near the vehicle licence label.



RUC label issued until 31 July 2012

Old and new RUC labels are the same except for the circled area



Example of RUC label issued from 1 August 2012

NZTA has developed a leaflet that can be handed to the vehicle operator if you find that the vehicle's odometer exceeds the "maximum distance recorder" on the RUC label. NZTA will shortly be sending out these leaflets to all WoF agents, and if you wish to provide this extra service, you may order further leaflets through Wickliffe free of charge if you order with your WoF books.

The leaflet may be viewed on the NZTA website [here](#).

Vehicle Licensing Reform

You have probably heard rumours and seen articles in various publications in recent months about the Vehicle Licensing Reform (VLR), which seeks to review the current WoF/CoF systems, the vehicle licensing system and the transport service licensing system.

Information about the VLR is provided on the Ministry of Transport website, link: www.transport.govt.nz/ourwork/Land/VehicleLicensingReform/.

The VLR project teams are working closely with various industry representatives, so if you would like to know more about the project, please contact your representative.

Shock absorbers - misting vs excessive leakage

A vehicle must be failed for WoF if a shock absorber has excessive leakage of damping fluid (VIRM section 9-1, RfR 13.f). However, it seems that quite a few inspectors are incorrectly failing a vehicle when the shock absorber only displays "misting".

Misting is normal on shock absorbers and must pass for WoF/CoF.

By design, the piston rod carries a film of oil through the rod seal to lubricate the seal lips, thereby reducing friction / wear at the seal contact area, and prolonging seal life. Misting occurs when the hot piston rod is drawn out of the shock body and the microscopic film of hot oil on the rod turns to vapour. This vapour, or mist, condenses when it reaches the cooler outside air, and forms a film on the outside of the shock body. The film will attract road dust and debris, and will often coat the entire body of the shock.

Examples of misting shock absorbers (PASS):



Rod seals may leak as a result of extreme wear, contamination, or defect. A leaking shock will show clear signs of oil leaking in streams from the upper seal down the shock body and may drip from the shock.

Such leakage is considered to be excessive and must be failed for WoF/CoF.

Examples of excessively leaking shock absorbers (FAIL):



NOTE: Some minor streaking of oil may appear on a new shock body during initial stroking. This is the result of the seal "setting" and purging any oil (from assembly) from the seal. This is not to be mistaken as a failure, as it is temporary and totals only a few millilitres of oil.

In-service VIRM version 4 amendment 4 errors

Unfortunately, a couple of noteworthy errors have slipped through the system. Please note these in your VIRM.

Page	Correction
Intro 3-12	Make the following corrections in the flowchart shaded boxes: <ul style="list-style-type: none">for NA, delete "WoF inspection"for MD1, delete "CoF inspection".
GT 8-1-2	Delete Note 2, to bring into line with the trailer brake section.

Our contact details

For general enquiries, or contact information about the NZ Transport Agency please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

0800 587 287 (for technical assistance and reporting staff movements)

UNISYS

0800 243 687 (for problems with user access codes and passwords)

NZTA Palmerston North Office

0800 108 809 (for phone inquiries from members of the public)

We welcome your feedback. Please send any comments to:

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