



## VIRM amendment

### Error in Amendment 1 (Motorcycles section 10-1 Tyres and wheels)

During the formatting of the recent VIRM amendment, we accidentally dropped off part of a reason for rejection at the bottom of page 10-1-2. RfR 14 should read:

14. A spare tyre, if carried, is not:
- securely attached by a device that is in good condition and correctly applied, or
  - stowed in a closed compartment separate from the occupant space (eg if the manufacturer's attachment device is missing or faulty).

Please write in the missing words, or cut out from the original VIRM page or from this newsletter and stick it onto the bottom of page 10-1-2.

On page 10-1-3, we have also omitted to remove the requirements for space saver tyre labels, so please cross out reasons for rejection 15 and 16, and Figure 10-1-2 on page 10-1-6.

Luckily, spare tyres are not really an issue on motorcycles, so we won't update these pages until the next scheduled amendment, around April 2011.

We apologise for any inconvenience caused.

## Tinted, painted and stocking-covered tail lamps

No, they are not cool, and yes, they are illegal, and the Police in some areas are clamping down on them. Most of you have probably come across such lamps, if not, below are some examples of what we are talking about.

These types of modification affect not only the light output, but also the optical properties of the lamp, and are therefore against the law. The recent VIRM amendment now makes it clearer that these modifications will result in a failed WoF because the 'light has been altered, eg due to damage or modification'. Clear protective overlays are usually ok to pass for WoF.



## MTA WoF training programme

The NZTA encourages WoF agents to consider WoF training courses for their staff to ensure they are up-to-date with WoF requirements, or even just to improve their knowledge and to interact and connect with other inspectors.

Training courses can be particularly useful if the WoF agent is struggling to achieve maximum PRS scores as a result of missing technical knowledge or knowledge about the PRS system.

One organisation that provides a range of nationwide training courses is the MTA. The range includes one day courses as well as three-hour evening courses, such as:

- WoF update /refresher course
- PRS system/refresher course
- WoF structural course
- WoF inspector course for technicians wishing to become WoF inspectors, covering legal responsibilities and the correct use of the VIRM
- WoF practical course for those wishing to become WoF inspectors as well as for previous or existing inspectors.

MTA can also run training courses just for your staff, which can be particularly useful for larger WoF agencies. For more information, or to register, please visit the MTA website [www.mta.org.nz](http://www.mta.org.nz), or contact Natalie Price at [natalie.price@mta.org.nz](mailto:natalie.price@mta.org.nz) or ph 04 381 8848.

## Check your stock of WoF labels

It has been decided to close off Wickliffe orders for WoF labels from Monday 20 December 2010 until Wednesday 5 January 2011 inclusive.

Any orders placed with Wickliffe during this period will incur an additional charge of \$30. Please check your WoF label stock now and order early to ensure your needs are covered for the holiday period.

Due to the high demand of orders before Christmas, your order may take a couple of days longer.

Wickliffe thanks you in anticipation.

## Return of unused WoF labels

Don't forget that you can return any unused WoF labels (in unused or partially used books) to Wickliffe for a refund. When you order your WoF label books from Wickliffe, you need to order a special courier bag (\$2.20+GST) which contains instructions about how to return the unused labels and the information you need to provide.

To qualify for a refund, you need to return your unused labels by end of March 2011. You will be credited the government levy portion only, ie \$0.72+GST per label. It would be useful to retain some labels for issuing duplicates, eg when a windscreen has been replaced.

## WoF statistics

### 2009 fatal and injury crashes due to vehicle fault - vehicles without WoF at time of crash

Vehicle type	Motorcycle	Car/wagon	SUV	Van/ute
No current WoF	28%	16%	22%	12%
No. involved in crash (due to vehicle fault)	68	384	55	75

### WoF passed and failed inspections entered into the system - figures have hardly changed in recent years

	WoF-online	LANDATA	Note: LANDATA users include TSDAs, independent testing stations and some franchise dealers.
Pass	70%	76%	
Fail	30%	24%	

### The new designer look?

Aluminium with accents of native timber ...



# Daytime running lamps, fog lamps and additional high-beam headlamps

For additional lamps usually fitted in bumpers or on nudge/bull bars, it is sometimes difficult to figure out what lamps these are. Usually, these are either daytime running lamps (DRLs), fog lamps or additional main (high)-beam headlamps (also known as driving lamps). The best way to identify them is to look at light intensity, beam pattern and how the lamps are wired up or switched. Lens markings, where these exist, may also be useful, for example, DRLs are sometimes marked with 'DRL' or 'RL'.

	Type of lamp		
	Daytime running lamp	Fog lamp	Additional main-beam headlamp (driving lamp)
Light intensity	Low intensity (compared to the other lamps)	Medium/high intensity	High intensity
Beam pattern	None (blur of light, no hot spot/non-focused)	Dipped spread beam with a sharp horizontal cut-off	Beam similar to a headlamp high beam with the centre of the beam parallel to the road
Wiring/switching	Usually turn on automatically when the engine is switched on but must turn off automatically (or not be able to be switched on) when headlamps are switched on	Usually able to be switched on at any time with a separate switch	They usually switch on and off automatically with the OE main-beam headlamp switch. When switched on, the main-beam warning light must light up

If the lamps do not meet one of the above requirements, then they are probably not wired up correctly (fail), or the lamps are of an illegal type (fail).

Note that vehicles may be fitted with lamps such as work/scene lamps, which are not included in the WoF inspection. It is unlikely that such lamps are fitted to bumpers and nudge/bull bars, but if they are, check the beam pattern and that they are independently switched.

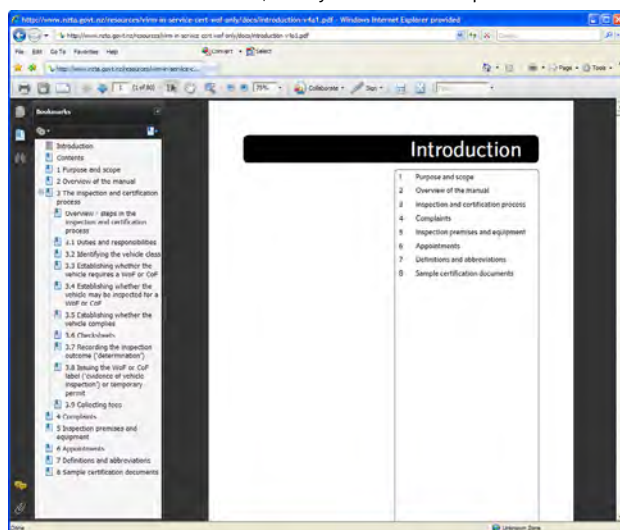
## eVIRM update

We received less feedback on the prototype than we had hoped, probably due to the difficulty with the 3D model, but the idea of having an interactive eVIRM was generally well received.

Our plan is to turn all VIRMs into eVIRMs, and to start on some of the smaller ones before we tackle the big in-service VIRM. Most of this work will be carried out during 2011. The eVIRM will replace the hardcopy eventually, but it will still be possible to purchase a hardcopy, or you will be able to print sections yourself.

You can already familiarise yourself with our current electronic VIRM which exists as a PDF on our website (type 'wof virm' into the search field). These PDFs are downloadable and can be saved on your computer and then used without connecting to the internet. This may be convenient if your internet connection is a bit unstable, or if you have a computer close to your workshop, or simply don't want to handle the heavy manuals. Just be sure to replace it with an updated version when we issue a VIRM amendment.

However, note that at this stage you are still required to maintain the printed manual. The future eVIRM will be far more interactive than the existing PDFs to make finding items easier and more fun, and will also include access to news and useful technical information.



## About mixing tyre tread patterns and tread pattern types

There is still some confusion about tread patterns and tread pattern types.

The legal requirements only relate to tread pattern type, such as asymmetric, directional, normal highway, traction or winter. A vehicle must have tyres of the same tread pattern type on an axle, but the tread pattern type on the front axle can be different from the rear axle. The only exception is with winter tyres fitted to a group M or class NA vehicle. In this case, all road tyres must have a winter tread pattern type.

Having the same tread pattern (usually meaning the same tyre model) on an axle or on all road wheels would be good but is not necessary to meet WoF requirements.

# 2002-08 Honda Jazz front suspension

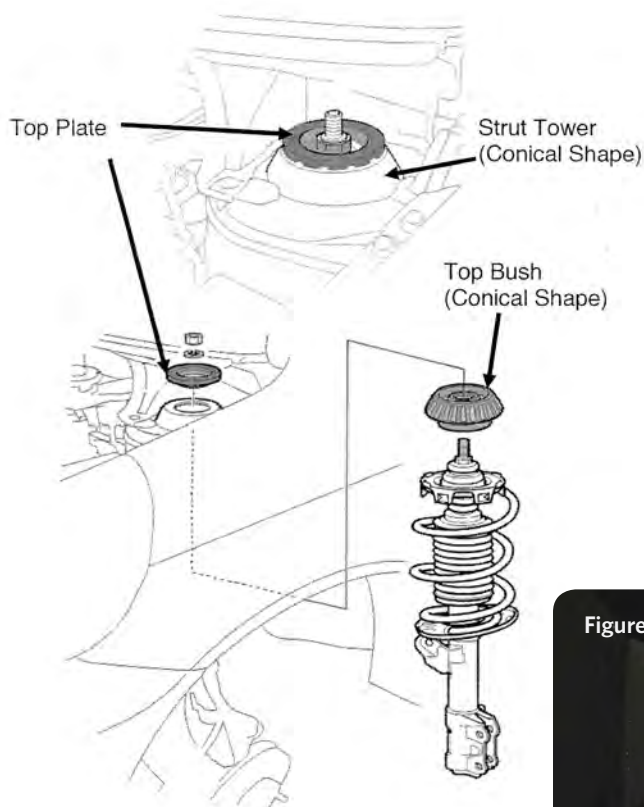


Figure 1

Honda NZ have advised that the top suspension mount on 02-08 Honda Jazz models are sometimes not inspected correctly as the top strut mount system differs from other Honda models (Figure 1).

Because the system requires a pivot at the top of the strut assembly, the tapered bush is not held tightly in the strut tower. This means that when the vehicle is raised, the top plate rests on top of the strut tower (Figure 2), and the front suspension becomes unloaded and quite loose. This is normal. However, when the vehicle is in the normal operating position on the ground, the conical bush is pushed up into the strut cavity, eliminating all free play, with the top plate slightly above the strut tower top surface (Figure 3). Honda NZ don't normally expect wear in the bush unless there has been an accident.

Some older model Jazz have had play reduced (but not eliminated) by having a different bush fitted to align with other Jazz models and to have one bush part number, although that does not mean that the original bush was worn out.

Figure 2: Vehicle raised; no gap; loose top strut assembly

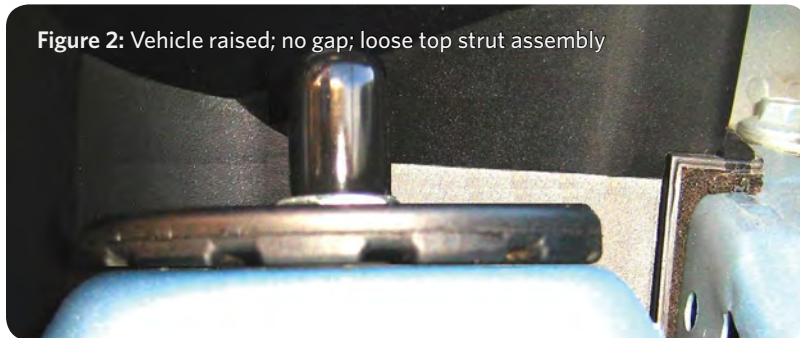
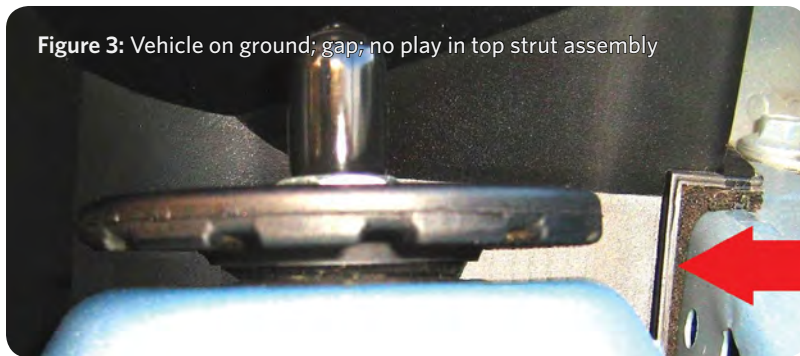


Figure 3: Vehicle on ground; gap; no play in top strut assembly



## Merry Christmas

From the team here at the NZTA we wish you and your families a Merry Christmas and all the best for 2011. The office will be closed between the 25 December 2010 and the 5 January 2011.



## Our contact details

For general enquiries, or contact information about the NZ Transport Agency please check our website [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

UNISYS

0800 587 287  
(for technical assistance and reporting staff movements)  
0800 243 687  
(for problems with user access codes and passwords)

TRC

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

We welcome your feedback. Please send any comments to:

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