



## Have you missed this newsletter?

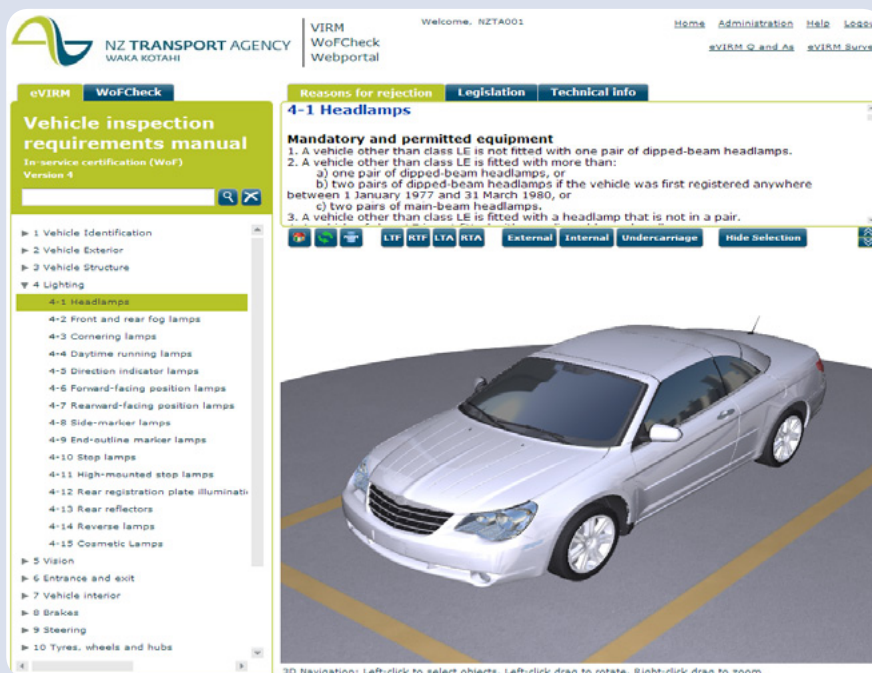
We certainly have as the *WoF news* is a great opportunity to keep you up-to-date on all sorts of matters. So many humble apologies for not having produced the *WoF News* for a while, but at least you will get a bumper issue.

## The Driver and Vehicle Certification Unit is no more ...

With the recent restructures, the Driver and Vehicle Certification Unit has been disestablished after nearly eight years in existence, but since you are still dealing with the same people, you probably haven't noticed many differences. The biggest change is that all Reviewers, renamed Transport Officers (Vehicles), are now reporting to the regional offices.

## Try out our new eVIRM prototype

The NZTA is currently developing an electronic VIRM (eVIRM) that boasts an interactive 3D vehicle model. Several industry organisations have been asked to trial the prototype that has been developed. The prototype is able to be viewed until the end of August, so if you are interested in trying it out, contact the technical person at your trade association (MTA, VSF). If you don't belong to MTA or VSF, please email [tanja.luckow@nzta.govt.nz](mailto:tanja.luckow@nzta.govt.nz) with your contact details. TSDAs are managing their own eVIRM trials, so if you work for a TSDA and have any questions about the eVIRM, please contact your technical manager. Be warned, you need good broadband internet access and a reasonably good computer to work this properly. Here is a screen shot of the prototype:



## WoF failure results for 2009

During 2009, over 3.8 million faults were recorded on the inspection system, up from 3.6 million in 2007. The table below shows the number of times the different WoF fail areas have been recorded as a fault, which is similar to the previous two years.

WoF fail area	%
Lights	27
Tyres	16
Steering/suspension	15
Brakes	12
Other	10
Glazing/wipers	10
Exhaust	4
Seatbelts	3
Structure/rust	3
Mirrors	< 1
Speedometer	< 1

# New winter tyre requirements in force from 1 April 2010

It appears that some inspectors are a bit confused about the new winter tyre requirements. We'll clarify the requirements in the next VIRM amendment, but in the meantime, here is some info that may help some inspectors.

## What is a winter tyre?

For WoF purposes, a tyre is only a winter tyre if it has BOTH the distinctive tread pattern AND the snowflake/mountain (M+S) or STUDLESS marking. For WoF, this means that:

- if a tyre has just the M+S or STUDLESS marking, but not the distinctive winter tread pattern, the tyre is not a winter tyre.
- if a tyre has a distinctive winter tread pattern, but no M+S or STUDLESS marking, the tyre is not a winter tyre.
- if the tyre displays any other "winter-related" marking, such as SNOW, M&S, M+S or just a snowflake without the mountain, ignore these.

- In cases where winter tyres have been retreaded with a conventional tread pattern, these tyres are no longer winter tyres and are to be treated as conventional tyres.

Vehicle inspectors are expected to follow the above, but may request further information from the tyre manufacturer or retailer before passing the tyre.

Please note that the inspection approach differs slightly from what the legislation states to make sure that winter tyres are identified in a consistent way. There is a very small chance that some genuine winter tyres may be missed during the inspection, but we are not aware of any so far.

## Tyres that are not winter tyres

We have come across the following tyres that have caused some confusion amongst inspectors. These tyres are not winter tyres.

**BF Goodrich All Terrain T/A**  
(SUV tyre)

- No winter tread pattern, but has M+S on side wall



**Michelin XJE4 Mix Energy**  
(light truck tyre)

- Confusing tread pattern, has the word "snow" written on the side wall



**Michelin Latitude Cross**  
(SUV tyre)

- Confusing tread pattern, no winter tyre marking on side wall



**Kuhmo Venture 834 mud tyre**  
(SUV/ light truck tyre)

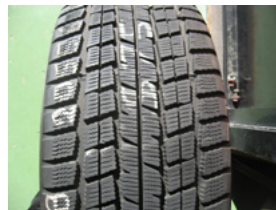
- No winter tread pattern, but has M+S on side wall



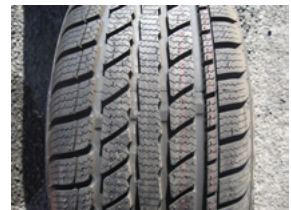
## Tyres that are winter tyres

The following examples are winter tyres. Note the distinctive block tread patterns with the wavy sipes. All these tyres are marked with both M+S and STUDLESS.

**Goodyear Ice Navi NH**



**GT Radial Champiro WT-AX**



**Bridgestone Blizzak REV01**



**Falken Espia EP-03**



**Yokohama K2 F720**  
(partially worn)



# WoF checksheet specifications

The WoF checksheet specifications have been updated in August 2009. If you produce your own checksheet and you haven't updated it, you should make any necessary changes next time you need to reprint them. The link to the specifications is: [www.nzta.govt.nz/resources/wof-checksheet-specs/docs/wof-checksheet-specs-aug-2009.pdf](http://www.nzta.govt.nz/resources/wof-checksheet-specs/docs/wof-checksheet-specs-aug-2009.pdf).

## Complaint investigations

In the year to 30 June 2010, the NZTA received 273 WoF complaints. In the same period, the NZTA took the following actions:

	Vehicle Inspector	Inspecting organisation
Remedial action	140	164
Suspended	17	9
Revoked	6	3

As far as suspensions and revocations were concerned, the most common transgressions for VIs were issuing a WoF without inspection, selling or stealing WoF labels and other dishonesty / fraud issues.

The most common transgression for IOs was carrying out WoF inspections with no approved VI on site, and one site for having a poor record showing no signs of improvement.

The message to IO principals / persons responsible is:

Make sure you investigate any complaints in the first instance. Record your fix and learn from it.

Vehicles can only be inspected for WoF by authorised VIs. If you have periods where there is no authorised inspector on site, you can't do WoFs during those periods.

## Perforated glazing overlays

This is another reminder that perforated overlays fitted to rear windows of class MA vehicles is not allowed. These overlays are not transparent, but opaque with holes cut out. The 35% VLT requirement can only be applied to transparent overlays.

See Note 5 on *VIRM* page GV 5-1-9 and 5-1-10. The picture below (from *WoF News 8*) shows the difference in visibility through the overlay between perforated (left) and transparent (right). Visibility through the perforated overlay is even worse when viewed at an angle.



## WoF-online pass/recheck explained

We are finding quite a number of inspections which have two fails and a pass recorded by the same VI on the same day. While there may be cases where this is correct, there are still a number of inspectors who unintentionally double up on the failed inspection because they do not use the pass/recheck function correctly.

The pass/recheck function allows you to make one WoF-online entry but it records both a failed and a passed inspection for the same day. This function exists to save you time when, for example, you fail a vehicle, repair it and pass it before returning it to the customer later that day. This function should only be used while the vehicle is in your control between the failed and passed inspections.

## Correct procedure for testing a WoF applicant

While on site for a review, transport officers are sometimes asked to test a person to become a WoF inspector. A person cannot be tested unless they have first completed an application form, paid the fee and have been vetted for qualifications/ experience and fit and proper person.

It is important that all the complete and correct information is attached to the application form, otherwise, delays will result. Once the application has been cleared, only then will the transport officer be notified that this person is able to be tested.

## Breakaway brakes and safety chains on trailers under 2000kg

There are a number of trailers, such as caravans imported from overseas, that are fitted with a breakaway brake but no safety chain. In New Zealand these trailers are legally required to have a safety chain, a breakaway brake is not a substitute. When inspecting a trailer, please make sure that a suitable safety chain or cable is fitted before passing the trailer.



# Common rust areas in certain vehicles

The repair certifier group has kindly advised us of known rust issues with certain cars that they have come across when certifying repairs at entry inspections.

You may find this information useful even though some areas may not be detectable during normal WoF inspections.

Make	Model	Year	Rust problem area
Ford	Escape - EPFWE	1999-2005	Rust severe in spare tyre well interior floor
Honda	Civic - ES2	2000-2004	Rust on the East/West seam in middle of the vehicle
Mazda	MPV - LW3W	1999-2004	Rear chassis rust issues (bulging around suspension mounting points)
Mazda	Demio - DY3W	1996-2000	Rust on front X-member between where North/South beam is bolted
Mazda	Demio - DY5W	2000-2004	Rust on the right & left trailing arm body plates (bulging)
Mazda	Tribute - EPEW	1999-2005	Rust severe in spare tyre well interior floor
Mitsubishi	Pajero - V75	1999-2006	Rust on both front inner guard seams under air box hardware on both front inner guards (engine bay); also rear wheel arch seams
Nissan	Elgrand - APWE50	1999-2004	Rust (bulging) on right trailing arm body bracket; severe rust on front X-member
Nissan	Pressage Bassara	1999-2005	Rust on both front inner guard seams under the splash guards
Nissan	Primera - P12		Rust rear inner suspension towers bulging around seams and double skins

## Lower-front-ball-joint wear on late 1990's to early 2000's Toyota Altezzas

The joints wear about the ball and can become jammed in the housing before coming apart and leaving the vehicle stranded. This jamming of the joint does prevent an inspector from locating any play so it is advised that care be taken when inspecting these joints. If any play is detected, the operator should be advised to have it replaced.

The NZTA's Pat Towers has been made aware of almost a dozen incidences of these joints pulling apart whilst the vehicles were being driven, resulting in the vehicle's wheel pushing upwards from the bottom and the lower control arm and brake assembly taking the full brunt of hitting the tarmac.

You can also see the difference between the old joint and a replacement (both genuine) where the new joint is substantially larger than its predecessor.



## 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)

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

UNISYS 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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NZ Transport Agency  
PO Box 5084  
Wellington 6145

Email: [vehicles.unit@nzta.govt.nz](mailto:vehicles.unit@nzta.govt.nz)