

Tips for reading WoF news on your computer/tablet

If you see text that **looks like this** – it is a link to another webpage. If you click on that text, it will open your web browser and take you directly to that webpage (or document).

Similarly, text that **looks like this** links to an email address.

Inspection portal survey

We are currently running a short survey to get your thoughts and opinions about the online vehicle inspection portal.

We would greatly appreciate your feedback as we strive for continuous improvement in the service and guidance we provide.

On every portal and VIRM page, just under the 'Feedback' button is a link to fill in the survey, or you can just [click here](#).

The survey will only take a few minutes to complete and is completely anonymous.

**VEHICLE INSPECTION
PORTAL SURVEY**

[Click here to fill in the survey](#)

Removing the "WoF only" VIRM from the portal on 1 April 2014

Further to our heads up in **WoF News 18** (December 2012), we will finally be removing the WoF only VIRM from the NZTA vehicle inspection portal on Tuesday 1 April 2014. Like with the old printed VIRM, the WoF and CoF content is completely separated, so there is no change to the way you use the VIRM.

If you currently access the portal through the WoF only VIRM, then you need to delete that link or icon and replace it with either:

- Portal home page <http://vehicleinspection.nzta.govt.nz>, or
- WoF and CoF VIRM home page <http://vehicleinspection.nzta.govt.nz/virms/in-service-wof-and-cof>.

Both these links still give you quick access to portal news items. Check out the **Vehicle inspection portal user guide** to find out how to set up the portal icon on your desktop for easy portal/VIRM access.

Vehicle Licensing Reform update

You should be aware by now that for some vehicles new WoF frequencies have come into effect on 1 January 2014. Further changes will come into effect on 1 July 2014.

The table below outlines these changes which only affect light vehicles.

Date WoF is issued	Vehicle's date of first registration anywhere	WoF expiry
1 January to 30 June 2014	On or after 1 January 2004	12-month WoF
	Before 1 January 2004	6-month WoF
From 1 July 2014	If a WoF is issued within 2 years of first registration	WoF expires on 3rd anniversary of first registration
	On or after 1 January 2000 (other than a vehicle above)	12-month WoF
	Before 1 January 2000	6-month WoF

Heavy vehicles exempt from CoF and agricultural motor vehicles remain on the present WoF frequencies. The details are provided [here](#). The 1 July 2014 changes will be incorporated into the VIRM closer to that date.

The NZTA has also issued a separate **VLR newsletter** that provides an update on the various VLR related projects, including those that relate to the WoF and CoF system changes. Some may have already received this newsletter directly via email.

For further information on the VLR, please check out [this webpage](#).

Changes to certificate of fitness (CoF) system

We recently announced changes to the CoF system that enable providers to offer both CoF inspections and repair services, as well as allowing more inspection organisations, vehicle inspectors and inspection sites to enter the CoF market.

The changes mean vehicles can be inspected, repaired and returned to the road more quickly. This will result in increased vehicle productivity and potentially reduced costs for owners and operators, while maintaining or improving road safety.

What does it mean for WoF inspectors?

If you'd like to expand your business into the CoF inspection market, details of how the new CoF system will work have been published on our website at www.nzta.govt.nz/cof.

Full details of site requirements and how you can apply to enter the CoF market will be available on 30 April 2014, with applications based on the new requirements being accepted from 1 July 2014.

The first round of approved applicants will be able to start offering CoF services in September 2014.

Where can I get more information?

Information will be posted regularly on the NZTA website at www.nzta.govt.nz/cof, including an explanation of how the new system will work, detailed requirements and a handy set of questions and answers. See also the following recent newsletters:

- [VLR update](#)
- [WoF/CoF update](#).

You will be notified of any important information via messages on WoF-online and Landata, and portal news items.

If you'd prefer to speak to someone about the changes to the CoF market you can call the certifier helpdesk on 0800 587 287 or email cofchanges@nzta.govt.nz.

Insufficient headlamp light output – lessons from a Coroner's case

The case

Early 2012, a pedestrian died on a road when he was struck by a car. The crash happened on an unlit 100km/h straight, level road on a dark, clear, dry night. The vehicle was a late 1980's car which had a new WoF issued the day before the crash. The driver had the headlamps on dip at the time of the crash. Dipped headlamps must illuminate the road at least 50m ahead, and while the headlamps were correctly dipped to reach 50m, the Police determined from a road test that the road was actually illuminated for only 35m due to insufficient headlamp light output.

The Coroner determined that the main causes of the crash were the actions of the pedestrian (intoxication, dark clothing), and although there was not sufficient evidence that poor headlamp light output contributed to the crash, the Coroner asked the NZTA to raise awareness with WoF inspectors about the importance of checking headlamp light output.

Checking headlamp light output

As well as checking the headlamp dip rate, the WoF inspector must also check the light

output. The [VIRM general vehicles-lighting-headlamps section](#) provides several reasons for rejection that deal with reduced light output, such as:

- A lens or reflector has deteriorated so that light output is reduced, or
- Emitted light is not bright enough to illuminate the road ahead, eg due to deterioration, or
- The light beam is reduced.

For light output, the inspector needs to make a judgement call when failing the vehicle for poor headlamp light output. Take into account factors such as the brightness of the light displayed on the headlamp beam tester, hazy lenses, worn bulbs and corroded reflectors. Sometimes the fix is easy: replace the bulbs and/or polish the headlamp lenses.

There are several other reasons why a headlamp might not produce enough light which usually cannot be picked up during a normal WoF inspection, such as corroded connectors, poor alternator, poor earth, weak battery or other electrical issues. Consider these also when advising your customer about repairs to improve light output for safe night driving.

Can't headlamp beam testers check light output?

Yes and no. Check your beam tester's instruction manual to find out what it can do, but here is a general overview:

Dipped beam: Beam tester checks for stray light to make sure there is no unacceptable glare to oncoming traffic, which means you want a very low reading.

Main beam: Beam tester checks the light intensity (lux). The manual may specify minimum lux levels, but these usually relate to overseas requirements. At this stage we have no specific requirements for minimum lux levels.

Voltmeter: Checks for voltage loss between battery and bulb. Reduced voltage at the bulb results in lower light output.

Note: At this stage we don't expect you to carry out any of these additional beam tester tests during the WoF inspection, but you might find them useful for diagnosing the causes of reduced light output.

WoF complaint investigations

During 2013, we received a total of 263 WoF-related complaints. In the same year, NZTA took the following actions:

	Vehicle inspector	Inspecting organisation
Remedial action	96	97
Suspension	2	1
Revocation	3	4

All revocations were related to 'fit and proper person' issues, such as allowing unauthorised persons to carry out WoF inspections.

Odometer corrections for diesel vehicles

It is important to accurately record the odometer at WoF inspections, especially so for diesel vehicles which are subject to road user charges (RUC).

If you or your customer need to have the odometer corrected, please DO NOT enter a fake inspection. It won't work as the RUC bill is based on the highest odometer, not the most recent one.

If an odometer needs correcting, the inspector or vehicle owner should phone us tollfree on 0800 655 644.

Rusty boat trailer

Check out this photo of a galvanised boat trailer that was issued with a WoF a month before two of the three main crossmembers fractured, causing the trailer to collapse while it was being towed.

The crossmembers failed because the galvanised coating has significantly deteriorated, leading to significant internal corrosion in the box sections of the crossmembers. This corrosion was further exaggerated by the crossmember design where their lowest points were also the points of maximum load. This type of design is common on boat trailers. Overloading could also have played a part in the failure, but that could not be determined for certain.

A visual inspection raised no concerns regarding the condition of the trailer structure. Areas of minor surface corrosion were visible, but no thinning of the metal was evident externally.

However, an invasive inspection revealed that considerable internal corrosion of the metal adjacent to the failure area which caused the crossmembers to fail, despite

the metal appearing sound externally.

In summary, by the time a galvanised boat trailer shows external corrosion, the galvanising is likely to be significantly deteriorated inside the box sections, and this should be assessed by a suitably qualified person, such as an engineer or trailer manufacturer, before issuing a WoF.

Therefore, inspectors should look out for the following tell-tale signs on galvanised trailers:

- Paint touch-ups (should't be required if the galvanised coating was still intact)
- An obviously galvanised boat trailer that appears to have been painted, or partially painted, for reasons other than to improve its 'cosmetic appearance'
- Patch repairs to a galvanised trailer.

Owners of boat trailers should maintain their boat trailers in a roadworthy condition by following the manufacturer's instructions or recommended practices to reduce the potential effects of saltwater corrosion.



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:

Operations Support
NZ Transport Agency
Private Bag 6995
Wellington 6145

Email: vehicles.unit@nzta.govt.nz