



INSPECTION NEWS

for vehicle inspectors and certifiers

Issue 4 • September 2020

THANK YOU FROM WAKA KOTAHİ



Kia ora

The unprecedented events of 2020 have taken us all by surprise, and it's fair to say that COVID-19 has been a test of our resilience.

On behalf of Waka Kotahi NZ Transport Agency, I want to express my thanks to you for the positive engagement we've had across industry over the past five months. By working together, we've managed to quickly identify risks and come up with innovative solutions to support our work through this evolving season.

An example of this was the revised delegation and recheck changes to help to smooth the road back to compliance for vehicle and licence owners.

Let's continue to look for more opportunities for continuous improvement as we move forward.

Ngā mihi

Neil Adams

Senior Manager, Safer Vehicles

COVID-19 TEMPORARY EXTENSIONS ENDING SOON

Warrants of Fitness, Certificates of Fitness, and other certifications must be renewed by 10 October 2020.

New Zealanders must renew their temporarily extended Warrants of Fitness (WoFs), Certificates of Fitness (CoFs), certifications, driver licences and other documents before 11.59pm, 10 October 2020 following a decision by Government on the expiry date for the documents.

The certifications that are temporarily extended are:

- Heavy vehicle specialist certification for towing connections and log bolsters
- Entry certifications
- Alternative fuel inspection certification
- Authorisations of vehicles with conditions.

This decision follows **legislative changes made in April 2020** to temporarily extend expired/expiring

land transport documents unable to be renewed due to COVID-19 restrictions. These changes enabled drivers to continue to drive and use their vehicle legally, when the ability to renew these documents was limited.

New Zealanders are being encouraged to renew now and not leave it to the last minute. This is to help ensure vehicle safety is maintained, and to help avoid a last minute rush.

Waka Kotahi is aware that inspection sites and those issuing certifications will be kept busy over the next few months and we'd like to thank you in advance for your hard work at returning vehicles to compliance.

Please remember to correctly conduct checks as your work plays a vital role in helping us maintain road safety across the country.

BUNNINGS TRAILPRO TRAILERS RECALL

Waka Kotahi has been working with Bunnings New Zealand around the product safety recall of the Trailpro brand of trailers sold by the retailer between 2005 and 2018.

Bunnings had specific safety concerns about the Trailpro Handyman (model number TP1) and on 12 March 2020, the retailer recalled all five models of trailers it sold under the Trailpro brand. This follows the recall of two models – the 8x4 Tradesman (Tp5) and 8x5 Tandem (TP8) – November 2018.

The VIRM was updated in March to advise the TP1 model is unable to attain a new WoF (see Figure 3-1-7 under General trailers: 3-1 Structure). Inspectors will also note the same section of the VIRM does not allow the Trailpro TP5 or TP8 models to attain a new WoF either unless they been repaired. A repaired model can be identified by the serial number on the identification plate ending with an "R". A TP5 or TP8 trailer with a serial number ending with an "R" may be issued a WoF if it passes all other checks.

Owners of any Trailpro trailers presented for inspection should be encouraged to contact Bunnings on 0800 561 109 to discuss their options.

Compliant and creative

Inspection news readers may recall an article on unauthorised assistants on page 1 of Issue 2 in August last year, and here's a clever solution for inspecting organisations (IOs) and vehicle inspectors (VIs) to overcome logistical issues.

A VI scored non-compliant technical in a review by Waka Kotahi certification officers in December, and one of the issues was that he used the office assistant to observe the operations of the rear lights rather than personally inspecting the lights as required during the review inspection.

On this follow-up visit, the VI was proud to show the officer that he had installed a TV monitor on the wall by the hoist and on the opposite wall, a camera. By putting up the monitor and camera, this IO/VI can stay in the driver's seat to operate the light switch and brake pedal and determine whether the vehicle passes or fails on those items without the need to interrupt the office assistant from their work.

That's a top mark for ingenuity. Now the inspector is compliant and he's also saving on staff time.

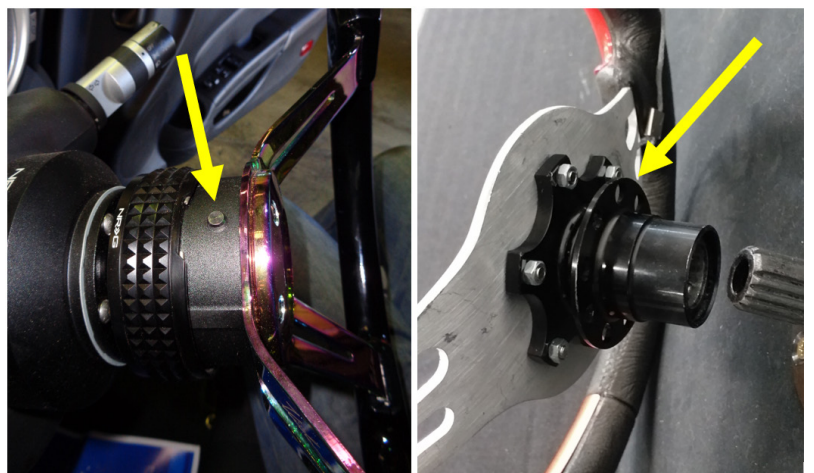


LVV threshold update: quick-release steering wheel boss

Waka Kotahi recently changed the LVV modification threshold table in the **steering section** to make sure that a multi-piece boss for quick-release is referred for or has LVV certification.

An LVV-certified multi-piece quick-release steering wheel boss will be itemised on the certification plate. If the boss is not listed on the certification plate, the vehicle should be failed and referred to an LVV certifier.

A common issue with quick-release steering wheel bosses is poor quality, increasing the risk of failure and potentially leading to complete loss of steering control. An example of a boss with excessive play is on [LVVTA's Youtube channel](#).



A quick-release boss is commonly paired with a sports steering wheel and can usually be identified by a visible release button or locking ring.

Minor damage to seatbelt webbing from child restraints

We have recently been made aware that inspectors have been failing seatbelts showing damage caused by child restraints and/or the retaining clips used to secure them.

Waka Kotahi does not consider that, in normal use, the installation of a child restraint would damage a seatbelt to the point it would fail a WoF or CoF inspection.

The seatbelts and seatbelt anchorages section of the VIRM has been updated with the following image to assist vehicle inspectors.

Figure 7-5-8. Child restraint indentations on seatbelt webbing

The following examples of damage to seatbelt webbing from certain types of child restraints should pass for WoF and CoF purposes, assuming no threads are cut.



Modified truck cabs

Cab cut-outs have been a topic of discussion over the past months and Waka Kotahi has released a technical bulletin providing guidance on this type of modification for heavy vehicle specialist certifiers (HVSCs). It may also be a useful reference tool for modifiers and importers of modified trucks. Other types of vehicles this guidance applies to are motor caravans, truck buses, and horse trucks.

The bulletin is aimed at ensuring modified vehicles retain their crashworthiness and are able to remain compliant with land transport legislation. It is primarily applicable to bespoke vehicles where their low production volumes mean destructive testing would be too expensive.

Safety is paramount when it comes to vehicle modifications. There are three critical elements that need to be maintained when a truck's cab is altered:

Even relatively minor changes can reduce the structural integrity of a truck cab and, given this is where the driver and passengers sit, protecting this space and ensuring the restraint systems (ie seat belts) function properly is critical to survival should an incident occur.

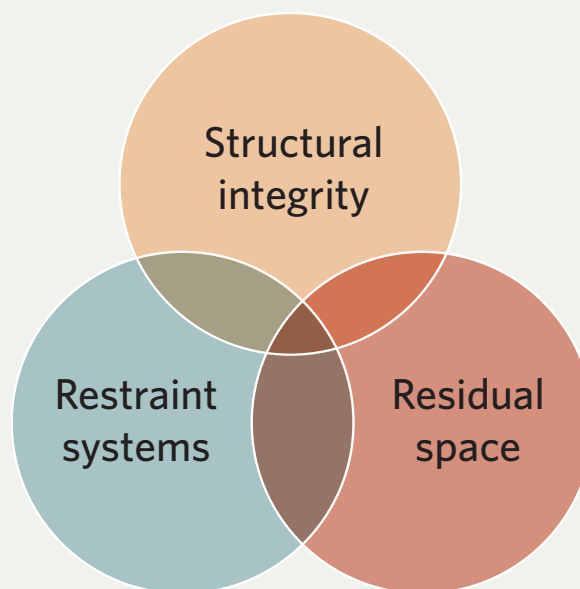
The bulletin contains the results of testing on typical cab modifications seen

in New Zealand. The resulting images and data show the comparative effect that different types of modifications can have on cab integrity. The results of this testing were used to inform the guidance given in the document.

Recommendations are made on the use of finite element analysis (FEA) to determine whether a cab modification will keep the level of occupant protection within the safe tolerance of the original cab.

This technical bulletin has been a collaborative effort between Waka Kotahi and external technical experts.

Find the **technical bulletin in the HVSC VIRM**.



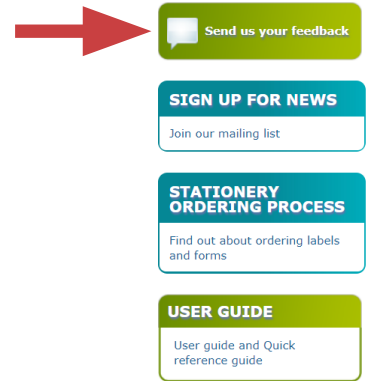
SEND US YOUR FEEDBACK

A great thing about the vehicle inspection portal is that you can provide feedback from every page in all the VIRMs.

Tell us how you like the portal, point out errors or give us improvement suggestions, just go to the page you would like to provide feedback on, and click on the feedback button located either on the top right-hand side or at the bottom of the page. That way, we know what page you are commenting on when we receive your feedback email.

You can give feedback anonymously, but we can't respond to you or ask for more information if needed.

Please don't use the feedback button for requesting technical assistance. You should continue to use your usual channels for that. The public should be referred to info@nzta.govt.nz



EMAILING INSPECTION DOCUMENTS

To assist businesses with contactless operation, we have amended the VIRM to allow for some inspection and certification documents to be presented electronically. The following documents will be able to be emailed:

- LT400s, chassis ratings and professional opinions from heavy vehicle specialist certifiers, and
- chassis ratings from Waka Kotahi.

This change applies across these VIRMs:

- **In-service certification (WoF and CoF)**
- **Entry certification**
- **Heavy vehicle specialist certification**

See the VIRMs' Introduction Duties and responsibilities sections (linked above) for more detail.

NON-COMPLIANT HEADLAMPS SHOULD BE FAILED

Waka Kotahi has received complaints from within industry of non-compliant light sources such as LEDs and HID being used in headlamps.

This non-compliant light fitting can dazzle other road users, which is a serious safety issue.

Lamps used in mandatory lighting devices must be replaced with the same type as the original lamp. HID or LED replacements may only be used if the entire headlamp unit is replaced with a standards compliant unit that is designed to work with a LED or HID lamp.

If you are presented with a vehicle with non-compliant light sources, you should fail the vehicle.

The reason for rejection is specified in **4-1 Headlamps** in the VIRM:

19. A headlamp is retrofitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes).

VIRM amendments

There have been a large number of amendments across the different VIRMs so far in 2020.

Make sure you stay up to date with all the latest VIRM amendments for your inspection and certification categories. Also, remember to update your PRS/QMS records once you've familiarised yourself with the changes.

Click on the VIRM below to go to the amendments page to review the recent changes:

VIRM: In-service certification (WoF and CoF)

VIRM: Entry certification

VIRM: Entry certification (new light vehicles)

VIRM: Heavy vehicle specialist certification

VIRM: Light vehicle repair certification



For general enquiries or contact information about Waka Kotahi please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

We welcome your feedback. Please send any comments to:

Vehicle Standards team
Waka Kotahi NZ Transport Agency
Private Bag 6995
Wellington 6145
Email: vehicles@nzta.govt.nz

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