



Action taken on trucks with Sanwa Seiki brake system

Waka Kotahi NZ Transport Agency is advising the owners of Nissan UD trucks built between 1993 and 2005 to have the original Sanwa Seiki park brake valve replaced with an alternative park brake valve. This only affects those vehicles that have the original park brake valve fitted on the right-hand side of the driver's seat.

There are a number of options available to the owner and we strongly advise them to talk with their service provider or a heavy vehicle certifier to find the best solution for them.

We also strongly recommend that the valve is moved to a safer position of the left-hand side of the driver.

The alternative park brake valve will require brake certification prior to being presented for a certificate of fitness (CoF) at any time from 1 September 2021. From that date, any vehicle with the Sanwa Seiki system that has not had the valve replaced and the associated certification completed and processed will not be able to get a CoF.

If one of these vehicles is presented for a CoF, you will not be able to successfully enter the new CoF details into LANDATA unless the certification has been processed by Waka Kotahi.

If a vehicle owner has any queries, please ask them to email vehicles@nzta.govt.nz with the subject line 'Nissan brakes' or call our contact centre on 0800 699 000.



Sanwa Seiki park brake on right-hand side of driver's seat

VIRM amendments

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.

The most recent amendments went live on 1 April 2021. Click on the VIRM below to go to the amendments page to review the 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](#)

Wheelchair ramps and hoists in PSV conversions

If you are entry certifying a vehicle as, or changing a vehicle usage to, a passenger service vehicle (PSV), and the vehicle has a wheelchair ramp or hoist, remember that it must meet the requirements of the Passenger Service Vehicles Rule and have low volume vehicle (LVV) certification.

An imported vehicle that meets the requirements for general wheelchair use will not necessarily meet the requirements for PSV use. For example, a vehicle from Japan will likely have a hoist maximum rating of 250kg, whereas the PSV requirement is minimum 300kg. The hoist platform may also not meet the minimum width, length or edge barrier height. The LVV certification will assess all of these details.

Note that 'PSV compliant hoist' must be noted on the LVV certification plate or in the electronic data plate look-up file.

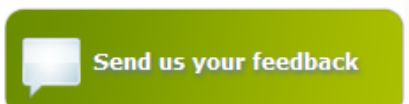
Inspection news survey

What do you think of *Inspection news*? We'd like to hear from you so we can make sure you're getting the information you need.

We've made a short online survey that'll only take a few minutes to complete. Click the link below or go to <https://www.surveymonkey.com/r/9R99DNZ> and have your say.

The link to the survey is also right under the Feedback button in the VIRM.

[Inspection news survey](#)



Seatbelt repair and re-webbing

Waka Kotahi has been made aware of a number of companies offering seatbelt re-webbing services in Auckland. As outlined in previous editions of *Inspection news*, Waka Kotahi has granted exemptions to two companies to re-web seatbelts manufactured by other seatbelt providers. These companies are:

- APV Australia
- Autosafe Ltd, Christchurch.

The in-service VIRM [technical bulletin 16: Seatbelt repair and re-webbing](#) outlines ways to identify non-compliant re-webbed seatbelts. If you identify a non-compliant re-webbed seatbelt, please take clear photos and report it to Waka Kotahi by emailing the details to vehicles@nzta.govt.nz

Autosafe has a list of seatbelt installers on its website that is regularly updated. There are three specialist installers in Auckland, Wellington and Christchurch and a number of other organisations that can assist with seatbelt installations. The list is available at www.autosafe.co.nz

Vintage Car Club authenticity statement and identity card is only for lighting exemptions

The entry VIRM refers to the Historic Vehicle Authority of New Zealand *Historic motor vehicle date of manufacture and authenticity statement* (DOMAS). This document identifies the vehicle and endorsements.

This document only applies to lighting exemptions and is accompanied by an authority card for in-service proof of exemption.

The DOMAS is not proof of the vehicle's attributes and must not be used as proof of make, model and year for entry inspection. The vehicle must have previous registration documents or a statement of compliance to prove vehicle identity, unless Waka Kotahi has issued an exemption based on alternative documents.

For example, vehicles that are constructed from spare parts with no previous registration history cannot be approved with a Vintage Car Club authenticity statement.

Reminder about objective noise test requirements

A vehicle that has been green or pink stickered for noisy exhausts must undergo an LVVTA objective noise test before being allowed back on the road - you can't just apply the quick noise check procedure.

The VIRM says that a vehicle that is presented for a WoF or CoF because it has been ordered off the road by an enforcement officer for non-compliant exhaust noise must pass an LVVTA objective noise test before the vehicle may be issued with a WoF or CoF.

A new objective noise test is required every time the vehicle is ordered off the road, even if the vehicle is presented with a quieter or original exhaust system.



Objective noise tests being carried out



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 comments to:

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