

4 August 2009

To: Holders of *Vehicle Inspection Requirements Manual: In-service Certification*
and *Heavy Motor Vehicle Safety Inspection Guide*

Dear manual holder

VIRM: In-service Certification, (WoF and CoF) Version 3, amendment 5.1

Please find enclosed:

- 24 leaves to be inserted into your existing manual

This amendment to your manual completes the replacement of the brakes pages in the *Heavy Motor Vehicle Safety Inspection Guide (HMVSIG)*.

Instructions

1. Please update your VIRM by following these update instructions:

Section	Remove old pages	Replace with new pages
Volume 1, section 8 - Brakes	Contents page	Contents page
	Heavy vehicle 8-1-1 to Heavy PSV 8-1-3	Heavy vehicle 8-1-1 to Heavy vehicle 8-3-2
Volume 2, section 5 - Brakes	Contents page	Contents page
	Trailer 5-1-5 to Heavy trailer 5-1-5	Trailer 5-1-5 to Heavy trailer 5-3-2

2. Remove the brakes pages from your *HMVSIG*.
3. Update your 'Record of amendments' in the front of the VIRM and in your 'Master records'.

This amendment will come into effect on 1 September 2009.

The amendments are on our website www.landtransport.govt.nz/certifiers. If there are any problems with the documents you have received, please contact Vehicle Certifiers Registers on e-mail dvcupn@nzta.govt.nz or phone toll-free on 0800 587 287 option 4.

Status of HMVSIG and TSDA Operational Informational Bulletins for CoF inspection

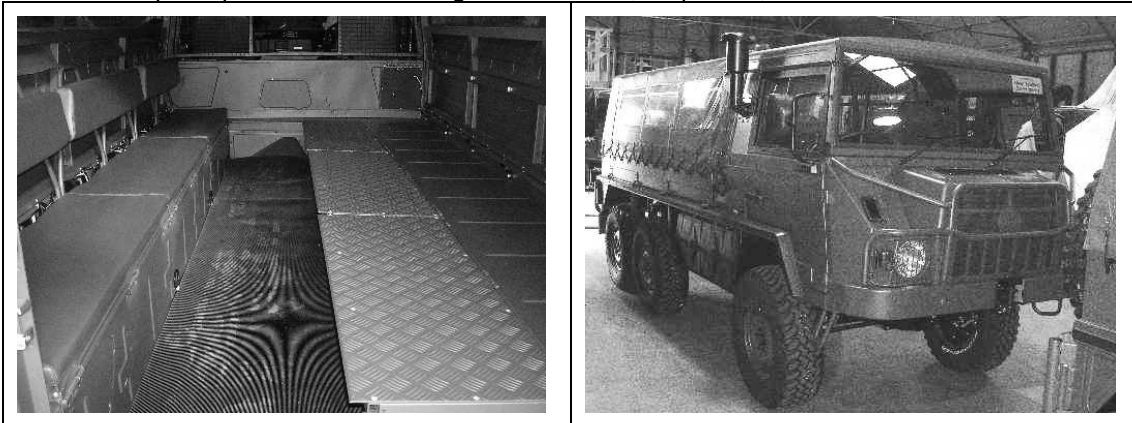
The VIRM: In-service Certification, (WoF and CoF) Version 3 now includes all the relevant requirements for In-service CoF inspections and replaces the HMVSIG for this purpose.

Note for entry inspections: The HMVSIG is still relevant to PSV entry inspections. In addition to the VIRM: Entry certification, the VIRM: In-service Certification, (WoF and CoF) Version 3, the following pages from the HMVSIG relevant to entry inspections must be used (additional requirements only): 10.1, 10.1A, 10.2, 10.2A, 10.2B, 10.4, 10.4A, 10.5A, 10.5B, 10.6, 10.7, and 10.11. These will be incorporated into the entry VIRM in due course.

This amendment and the *CoF and entry certification brake test protocol and procedure* has enabled several current TSDA Operational Information Bulletin CoF items to be withdrawn. A review of any remaining CoF items has resulted in the following list being the only TSDA Operational Information Bulletin items that must continue to be used during CoF inspections:

39, (August 2004) item 7, NZ Army Pinzgauer vehicles, points 1 and 2 only

The NZ army has purchased 321 Pinzgauer vehicles (see photos).



1. **PSV Rule compliance:** These vehicles do not need to comply with Land Transport Rule: Passenger Service Vehicles 1999. They are New Zealand Defence Force dual-purpose trucks with removable seating, and as such are exempted under 1.6(e) of that Rule.
2. **Load anchorages and seat belts:** Load anchorage points will be certified to NZS5444. The belts fitted in the rear of the vehicles attached to the load anchorage points are considered to be safety harnesses, not seat belts.

44, (12 October 2005) item 13, Expiry dates recorded on identification label/plate and Heavy Vehicle Specialist Certificate (LT400)

It seems some Heavy Vehicle Specialist Certifiers stipulate an expiry date on an identification label/plate and Heavy Vehicle Specialist Certificate (LT400) for items other than the ones where the relevant standard or code specifically allows or requires an expiry date (Drawbars, Drawbeams, and Bolster attachment).

In other cases, CoF inspectors enter an expiry date on LANDATA, most frequently 10 years after the date of the LT400, even if the certificate does not contain such data.

Both of these situations cause avoidable difficulties to the operators, which is made even more obvious if a relevant standard (e.g. NZ5444) has changed.

The issue of the expiry date has been considered by Land Transport NZ Safer Vehicles Policy and legal advice has been sought.

As a result, you are advised that:

- a) CoF Inspectors are not to enter any expiry date on LANDATA, even if an LT400 or identification label/plate contains one, unless the LT400 was issued either for a drawbar or drawbeam first certified after 1 August 1991, or for a bolster attachment as per the Bolster Attachment Code.
- b) Where an expiry date has been entered on an identification label/plate or LANDATA for the specialist certification of items other than drawbars, drawbeams and bolster attachments, CoF Inspectors must disregard it. In such cases, a lapsed expiry date is not a reason for rejection.
- c) HVS Certifiers will be reminded / instructed not to include an expiry date unless the relevant standard or code requires one (only NZS5446, amended as of 1 August 1991, and the Bolster Attachment Code contain such requirements).

50, (1 December 2006) item 10, Super single rims and tyres fitted to Volvo heavy vehicles

All Volvo FH and FM trucks imported by Titan Plant Services Ltd may be fitted with specified super-single rims and tyres on the steer axle(s). A letter of confirmation from Titan Plant Services Ltd is attached.

Vehicles fitted with the rims and tyres identified in the letter do not require heavy vehicle specialist certification.

50, item 16, Acceptance of specific size Michelin tyre made in Thailand

In most cases new tyres manufactured on or after 1 October 2004 that are fitted to vehicles of class MD3, MD4, ME, NB, NC, TC and TD are required to meet an approved tyre standard. Please be advised that Michelin 195/85R16 XZA TL 114/112L tyres made in Thailand comply with the JATMA Standards. This is an approved vehicle standard under Land Transport Rule: Tyres and wheels. These tyres can be identified by the above size designation marked on the tyre sidewall together with the MICHELIN brand name and the words "Made in Thailand".

Note: Isuzu NKR and NPR model trucks imported by Isuzu New Zealand are fitted with these tyres.

50, item 18, Mandatory capture of TSL at CoF.

We would like to express our thanks to CoF inspectors for their effort in implementing the mandatory TSL at CoF requirements; we have noted a significant improvement in compliance.

The following operational issues have been identified:

Situation: A vehicle is presented with an expired CoF and an expired T or L label, but should have a K label. The agent is unable to key a change of usage transaction (MR14) as the vehicle does not have a current licence. They are unable to key the licence (MR1) as the vehicle does not have a current CoF.

Action: Contact the call centre on 0800 84 45 80.

Situation: If a vehicle with a T or L label is registered in the name of a current registered trader, a TSL number is not required in the ICOF screen. The LANDATA validation rules look at two flags set against the registered owners records; in the background the trader flag must be set to >Y<es and the status must be set to >R< (ie currently registered). This will work on any MR2(A) or 13(A/B/C) transaction. However, there are cases where the ICOF screen is asking for a TSL. This may be because the trader has multiple identities in LANDATA and the correct ID has not been used or the ID no longer has a currently registered trader status (NB: These

vehicles will show as in the trader network on LANDATA eg DETAILP).

Action: The trader must lodge a new MR13C in the name of a current trader, or if new owner is not a registered trader, an MR13B must be lodged (in which case a TSL will be required).

Situation: Incomplete motorhomes; until a vehicle is legally a motorhome it should not be recorded or certified as one.

Action: If appropriate, Annex Cs or temporary permits can be issued, depending on whether or not the vehicle is undergoing entry or in-service certification.

Situation: Mobile dental clinics, X-Ray units etc.

Action: These types of vehicles should be recorded as *Type: 13 Special purpose* and *Usage: 13 Special Purpose*. They are not mobile homes (or ambulances).

Situation: A fire brigade vehicle or fire engine is presented for a CoF.

Action: Fire engines and fire brigades are not exempt from TSL requirement. If a fire brigade vehicle carries goods (eg, a water tanker), a TSL is required - its vehicle type should reflect this.

Situation: Truck mounted top-dressing loaders.

Action: If the vehicle has a hopper for loading fertiliser into top-dressing planes and is not capable of carrying goods, it is a *Type 13 Special purpose* vehicle. If the vehicle is capable of carrying goods, eg, it has a hopper and a tank for aviation gasoline or other goods; it must be recorded as a *Type 8 Goods* vehicle.

Situation: The TSL number and details given by the operator do not match the name or other details on the vehicle or the Motor Vehicle Register.

Action: Do not fail a vehicle because the TSL details do not match the owner details on the vehicle or the motor vehicle register. It is not a requirement for these details to match. It is possible the vehicle is being presented is being temporarily operated by someone (also a TSL holder) other than the usual operator and is being operated subject to a certificate of responsibility.

The actual TSL does not need to be presented, the person presenting the vehicle merely need to advise the licence number under which the vehicle is being operated.

Situations: There is a problem for some Transport Service Licence holders who call the TRC Call Centre to obtain their TSL number. TSL numbers will either be 5 digit or 7 digit numbers. The TSL register used by Call Centre staff does not display a '0' at the beginning of a TSL number. As a result, some operators are providing invalid 6 digit TSL numbers at CoF inspections.

Action: If a CoF inspector is notified of a six digit TSL number, a '0' must be added to the start of this number.

Yours faithfully



Stephen Bailey
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Vehicles Unit