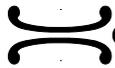


TESTING TIMES

Roadworthiness Section, Road Safety, VicRoads

April 1995 ♦ Issue 1

The Road Safety Department of VicRoads, which includes the Roadworthiness Section, is pleased to present this inaugural Licensed Vehicle Tester's newsletter. It is sincerely trusted that each of you in some way, will become an active participant in what is hoped will become a quick and accurate means of communication between testers and VicRoads.



Licensed Vehicle Testers (LVTs) receive complaints and experience difficulties of a wide variety, and in some instances these require special skills to resolve.

Most of these issues can be overcome by extracting the correct information from the publications available, but knowing where to look and how to interpret the data is another matter. It is intended by way of seminars and these newsletters, to simplify this process.

There are many issues which are not covered in this edition but space and time have a great influence on the content. Nevertheless, a start must be made somewhere and with your input in the future you can look forward to a broader cover of a wider variety of subjects.

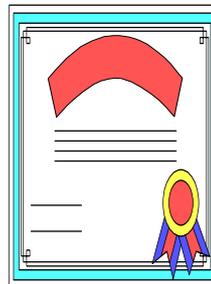
Read on, and digest the contents. This venture will be an enterprising one, and one that will go from strength to strength, and in the process make life a little easier and at the same time, more efficient for all LVTs.

JUST WHAT IS A ROADWORTHY?

Contrary to popular belief, the Roadworthiness Certificate (RWC) is not a guarantee of longevity, nor is it a guarantee of the overall condition or reliability of a vehicle. It should certainly not influence a purchasing decision as all vehicles must have a RWC for transfer of ownership.

The roadworthiness inspection is a basic safety check of the vehicle, to ensure that all safety related factors or components have not deteriorated to the extent that the vehicle is rendered unfit for normal road use. The general or overall mechanical condition of the vehicle and its compliance with the standards of registration (which are generally the ADRs) are not specifically part of the inspection.

The overall mechanical condition of a vehicle and likely reliability can be provided by various organisations such as the VACC and RACV.



The certificate itself is a valid document for 30 days for administrative purposes such as the change of ownership. It does not guarantee that the vehicle will remain safe for this period although in most circumstances this should be the case.

.....NEWS FLASH.....

LVT purchases are now only available from the
VicRoads Bookshop

(see the enclosed sticker)

WHEN THE CUSTOMER COMPLAINS

"I bought a car and you did the roadworthy and it's not right. What are you going to do about it?"

Sound familiar? Read on!

If it's too familiar then perhaps you need to examine the way you are doing your testing.

In any case your response should be to ask the customer to bring the vehicle back to you so you can re-examine the disputed items. If you can't fault the vehicle, show the customer the guidelines and explain why you have passed the items disputed. If the customer doesn't understand (or doesn't want to) then suggest that they should seek the opinion of another LVT. (Only when a complaint has supporting evidence from another LVT will VicRoads even consider taking action.)

If it is obvious that you have missed something, then it is probably in your best interests to make a commercial decision and come to some arrangement with the customer. If you decide not to, then that is your choice but you should consider how well your views will stand up in a small claims hearing or in a civil court defending a negligence claim.

Where you become uncertain of the appropriate standard to apply because of a customer complaint do not hesitate to contact your area supervisor who will be only too willing to help, provided you have made a reasonable effort yourself and checked out the relevant references.

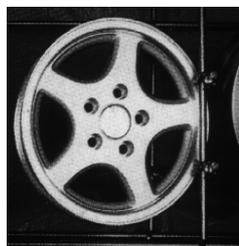
You should be aware that it is a serious offence under the Road Safety (Vehicles) Regulations 1988 to alter a vehicle in a manner which makes it unroadworthy while a roadworthiness certificate is current (i.e. within 30 days of it being issued).

TECHNICAL COMMENTS

Aluminium Alloy Wheels

The question is often asked "Can damaged alloy wheels be repaired?"

Satisfactory repairs can not be reliably made to alloy wheels by in-service repairers or by wheel manufacturers even under ideal conditions. The Australian Standard for alloy wheels (AS 1638) specifically prohibits the repair of these wheels by any means during the manufacturing process.



As wheel failures are quite likely to be catastrophic, repaired wheels in which there cannot be complete confidence represent an unacceptable safety risk. Therefore customers should be informed that if their

vehicle is fitted with a damaged or repaired alloy wheel the vehicle will be considered not to be roadworthy and VicRoads recommends the wheel be removed from the vehicle immediately and scrapped.

Temporary Use Spare Tyres

Temporary use spare tyres are supplied as standard equipment for some vehicle models throughout Australia and other countries. They can be of several forms including types that are stowed deflated and collapsed within the rim profile with a pressure capsule for inflating them and other types that have a very narrow profile.

Temporary use spare tyres have a legitimate place and are acceptable for use on vehicles but strictly in their intended role, which is as an emergency tyre to enable a vehicle to be driven a reasonable distance to a place where the normal tyre can be repaired or replaced.

These tyres are usually of a lighter construction and less durable than normal tyres and frequently are a distinctive colour. They usually have a lower speed rating than normal tyres and the vehicle should be driven within this limit when the tyre is fitted.

Extended use of the tyre is not acceptable and a RWC should not be issued to a vehicle with one fitted to a road wheel.

LPG Conversions

The Alternative Automotive Fuels Registration Board (AAFRB) was formed in 1992 and is the body charged with the administration and regulation of the LPG conversion and repair industry.



The AAFRB registers businesses and accredits individuals carrying out LPG conversions on motor vehicles. Registered businesses must comply with a Code of Practice which ensures that all work is carried out in AS 2746 complying workshops and by suitable trained employees.

The VACC is the Secretariat for the Board and can be contacted at:

484 St Kilda Road, Melbourne, 3004
Ph: 829 1153, Fax 820 3401

VicRoads requires an AAFRB approved plate to be fitted to any vehicle converted to operate on LPG since 1 January 1993. Vehicles converted prior to 1 January 1993 do not require a plate but can have one fitted by an accredited installer at a fee for service arrangement.

While the presence of a LPG plate is not specifically required for the issue of a RWC (the absence of the plate in itself does not make the vehicle unsafe) its presence gives you some confidence that the vehicle has been properly converted.

If you are not experienced in LPG systems you should refer any LPG powered vehicle to an experienced person before issuing a RWC.

YOUR INPUT - LET'S HEAR FROM YOU

This newsletter was never intended to be a one way information brochure. You may want to settle an argument, have something funny to say or something technical to relate or enquire about.

Let us have your thoughts, suggestions and for that matter criticism.

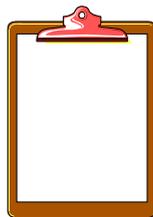
Remember, we are all trying to do our bit to ensure that the vehicles which use our roads are in a roadworthy condition.



SECTION ACTIVITIES

In July 1994, the Roadworthiness Section commenced a series of seminars which will ultimately cover the entire State, metro and rural. These seminars are a complete overview, with updates on the whole of the roadworthiness system and are usually presented in the most central town or city of the area and likewise in metropolitan Melbourne. A run down on all sections of the LVT's standards is completed during the 3 1/2 hour seminar and they cost only \$25.00 per person. At the time of going to print, most of Western Victoria has been visited and efforts are now being directed to the Metro and near urban areas.

INSTRUCTIONAL COURSES



A variety of courses of instruction relative to the requirements to become a VicRoads Licensed Vehicle Tester are being conducted at various TAFE Colleges.

LVT Course

The main TAFE College for all LVT training acceptable to VicRoads is Box Hill, at its Mitcham Campus, where all applicants for a LVT licence can undergo the necessary courses of instruction. Box Hill TAFE can advise on other TAFEs which can provide this service in other areas. Mitcham Campus' telephone number is 873 2683 and Heather is awaiting your call.

Taxi Testers Course

LVTs wishing to become Licensed Taxi Testers (LTT) must have LPG accreditation. Box Hill College of TAFE, at its Mitcham Campus, and Petro-Ject Pty Ltd, which is an Accredited Provider can provide LPG training acceptable to the AAFRB. Box Hill TAFE can also advise of other TAFEs which can provide this service in other areas.



Petro-Ject are specialising in LPG accreditation but are also available for other courses in the automotive field not essential under LVT requirements.

In addition, Box Hill College of TAFE has been engaged to provide a special module for potential taxi testers.

As well as completing this module it will also be necessary for the dealer principal to complete, or have completed the general LVT course.

Bookings are currently being accepted by Box Hill TAFE, Mitcham Campus, telephone 873 2682.

Because of the geographic spread required for LTTs it is suggested that you contact the Roadworthiness Section before undertaking the required training.

It is essential that in addition to the normal equipment requirements, a LTTs workshop have an AAFRB approved gas leak detector, an electronic recording brake tester, a windscreen tint meter, and a copy of Australian Standard AS 1425 - 1989.

WHO'S WHO

In all probability you will know well, the field supervisors allotted to your particular region, but in the unlikely case that you have not had the pleasure of being acquainted, the supervisors responsible for each area are listed below.

Andrew Cruddas - Fred Hebb

CENTRAL REGION North of the Calder Hwy, and the Murray Valley to Yarrawonga and including Benalla. Metropolitan includes the East of Hume Hwy around in an arc to Dandenong Road.

FRED HEBB 854 2801 015 360291
ANDREW CRUDDAS 854 2804 018 365176

Bob Abeysekara - Craig McDonald

EASTERN & NTH EAST and GIPPSLAND includes Wangaratta and Rutherglen and Albury/Wodonga areas. Metropolitan area embraces the entire region below the Princes Hwy (Dandenong Road) as well as the Mornington Peninsula.

CRAIG McDONALD 854 2797 015 360293
BOB ABEYSEKERA 854 2798 015 360294

Graeme Banes - Nino Menolascina

WESTERN AREA this includes the entire Western Victoria District, South of the Calder Hwy to the SA Border and Geelong and Bellarine Peninsula. Metropolitan area is the West of the Hume Hwy around to Port Philip Bay including Werribee and area.

GRAEME BANES 854 2802 015 315847
NINO MENOLASCINA 854 2796 015 315846

If you are in any doubt or require urgent information and you cannot contact your regular supervisor:

**VicRoads Infoline 1800 816 727 or
Fax: (03) 854 2668 for immediate
connection to the Roadworthiness
Section.**

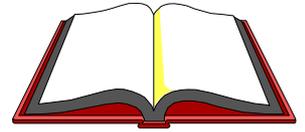
For the next six months or so the Section Leader, Ed Hollyoak, whom you will all know well, will be enjoying a spot of leave, to do some travelling and other things and Andrew Cruddas is currently filling the role of Section Leader.

As Andrew will, in the main, be office bound, his duties in Central Region will be shared by other Supervisors and his partner, Fred Hebb.

EQUIPMENT & STATIONARY SUPPLIES

As of 1 April 1995, all LVT supplies will only be available from:

VicRoads Bookshop
Ground Floor
60 Denmark Street
Kew Vic 3101



The Bookshop will continue the same services you have received in the past and by consolidating all records in the one area, even better service is anticipated.

As a reminder of the correct address, place the enclosed sticker on the front cover of your Register. This will ensure it is more than just another piece of mail. By doing so, at the very least, it will save you a phone call if you forget the address. More importantly, it will ensure your orders get delivered as quickly as possible and save you some valuable time.



The current cost of LVT essentials is:

LVT Sign	\$100.00
LVT Register	\$ 15.00
Book of 100 Certificates	\$100.00
Standards Information Book	\$ 25.00
LVT Application	\$ 74.00