

# TESTING TIMES

Roadworthiness Section, Road Safety, VicRoads

October 1995 ♦ Issue 2

## WELCOME

Welcome to the second issue of **Testing Times**. The purpose of **Testing Times** is to develop communications between testers and VicRoads which will have a lasting influence on the quality of work, the reduction of complaints and a better public image of the Licensed Vehicle Testing system overall. This will bring benefits to everyone.

Another reason is to enable you to pass on hints, tips and traps and to obtain guidance on technical issues. Remember, communication is the basis for all learning.

## POSTERS & BROCHURES

Enclosed with this issue is a poster and some brochures setting out the facts about what a Roadworthiness Certificate (RWC) really is plus what a customer should do if they are not satisfied with their RWC.



You should display this poster in your office or workshop and give a copy of the brochure to anyone if you

cannot satisfy their concerns when they return a vehicle with an unsatisfactory RWC to you. Even if this doesn't solve their problem it will probably reduce the hassles in the longer term.

## TAXI TESTERS

During the past twelve months or so a number of Licensed Taxi Testers (LTTs) have been appointed. There are currently about thirty Statewide, but there are still some areas of Victoria where taxi testers are few and far between.

The Victorian Taxi Directorate recently issued a requirement that all taxis based within an 80 km radius of a VicRoads Licensed Taxi Tester must obtain a Roadworthiness Certificate (RWC) at set periods from a LTT. Other taxis outside these areas are only required to obtain an ordinary RWC. Therefore, if you are in an area remote from a LTT there is an opportunity for you to capture some additional business by becoming a LTT.



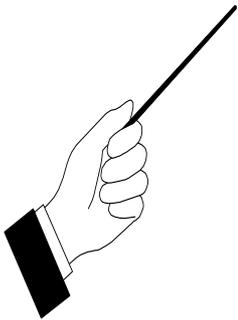
If you are interested, contact the VicRoads supervisor for your area, check out how much competition you may have and ask him what you will need to do to become a Licensed Taxi Tester.

## STATEWIDE LVT SEMINARS

Over 20 seminars have been completed so far covering most of the Northern and Western areas of Victoria, the Mornington Peninsular and much of urban Melbourne. There are several more planned for the remainder of 1995 as set out below:

Nov 2,16,30 VicRoads' Theatrette, KEW

December 4 Knox Club, Cnr Boronia & Stud Rds, Wantirna.



Please remember that all seminars commence at 7.15pm sharp and conclude at 10.45pm with a break for light supper at 9.00pm. Invitation notices are sent out about 3 weeks beforehand.

An itinerary for 1996 will be included in the next edition of **Testing Times**.

These seminars are a valuable training opportunity for you and your staff and it is strongly recommended that you get along to one when it is held in your area.

## TECHNICAL ISSUES

### Windscreen Grooving

This modification is being done by grinding a groove into the windscreen just above the park position of the wiper blades. The idea is that the wiper blade is then cleaned each time it passes over the groove. Another system is to stick a strip with a raised herringbone pattern to the windscreen in the same area. Neither of these techniques adversely affects the windscreen or the wiper blades and should not be a reason for rejecting a windscreen during a Roadworthy inspection.

### LPG Only Vehicles

If a vehicle which has been converted to run solely on LPG is presented for a roadworthiness inspection, it should not be able to run on petrol. To ensure this is the case the fuel pump and the fuel lines must be removed. Because the fuel tank on many vehicles forms part of the vehicle

structure, such as the boot floor, and/or the spare wheel carrier, it is not necessary for it to be removed. However, if the tank is left in place any pipes or fittings which remain after the fuel lines are removed **MUST** be sealed. This will ensure that if the tank is accidentally filled no leakage will occur. It will also make sure that there is no danger of an explosion caused by any remaining petrol vapour in the tank.

### How Many Seat Belts?

Many small vehicles are only designed to have four seating positions. This means that there will usually be only two seat belts in the back and there is no requirement for an extra seat belt in the middle of the seat.

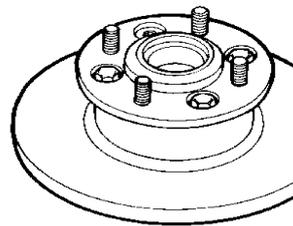
When you check the vehicle you can normally find the number of seating positions shown on the compliance plate.



More information on seat belts can be found in Vehicle Standards Information Sheet No. 21.

### HSV Holden Disc Brake Wear Limits

The scrapping thickness of the brake discs for HSV Statesman/Caprice 5000i vehicles has been reduced following re-evaluation of these vehicles.



Provided that HSV brake pads are used, the discs may be worn down to the "replace thickness" as set out below before the vehicle would be considered un-roadworthy.

<b>Front:</b>	New thickness	28.0mm
	Minimum thickness	25.8mm
	Replace thickness	25.0mm

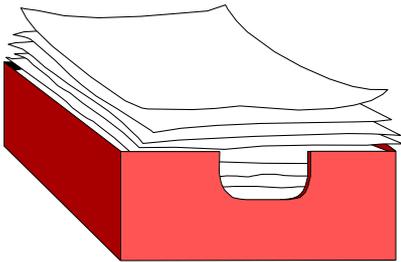
<b>Rear:</b>	New thickness	20.0mm
	Minimum thickness	19.8mm
	Replace thickness	19.0mm

## HOW IS THE LVT SYSTEM PERFORMING

With about 2500 testers and over 600,000 Road Worthiness Certificates (RWCs) being issued each year, the LVT business is a large industry generating over \$30 million worth of income directly to LVTs and an estimated \$400 million of work industry wide.

Such a big industry affects many people and there is always the risk that some will be tempted to abuse the system.

VicRoads often receives over 100 telephone calls a day with complaints and enquiries about some aspect of vehicle roadworthiness. A number of these are because of uncertainty about what the RWC means and a brochure (copy enclosed) has been prepared to assist your customers. Unfortunately, a substantial number are also because a LVT has not done the right thing.



Each complaint received is carefully examined and in some cases a detailed investigation is carried out.

VicRoads also randomly audits testers including the examination of samples of vehicles recently issued with a RWC.

As a result of these activities, over the last twelve months 18 LVT licences have been cancelled and a further 120 suspended for periods ranging from 6 weeks to 6 months.

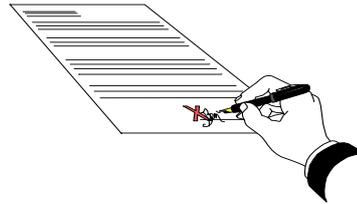
The suspensions have generally been because a tester failed in a very obvious way to properly examine a vehicle. The cancellations have usually been because of:

- \* repeated poor performance; or
- \* wilful abuse of the system and a RWC was issued without inspecting the vehicle, sometimes as part of an illegal financial arrangement.

The good news in all this is that in the vast majority of cases the customer receives a thorough and comprehensive vehicle examination and their vehicle is safe when they use it on the road.

## NEW CERTIFICATES

A "New Look" Roadworthiness Certificate has been printed and many of you will already have been issued with these new certificates. The old certificate will still be a legal item as it will take some time for all testers to use up their present stock.

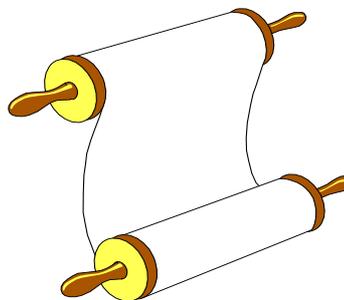


The changes are not dramatic, but hopefully they will make the certificate more user friendly.

## LEGAL ISSUES

### Don't let this happen to you!

A call was recently received from a Licensed Vehicle Tester concerned about the legality of Police action when he was booked for driving an unregistered vehicle while examining it for a RWC. The tester was carrying out a road test to determine brake efficiency at the time. Despite the fact that he thought it was registered because it had number plates properly affixed, the vehicle was not registered. As a result he is \$500 out of pocket.



**The message:-**

***No-one can legally drive an unregistered motor vehicle on a public road so check the registration label before doing so.***

## EQUIPMENT & STANDARDS

### LPG Inspections

Before issuing a RWC to a LPG powered vehicle it must comply with AS 1425. This Australian Standard provides a guide for the periodic inspection of the LPG system. A vehicle which meets these inspection requirements would pass this component of the roadworthiness test.



In view of the above it is essential that your library contain a copy of AS 1425.

In fact, it really should contain a copy of each issue of the Standard as you will almost certainly be presented with vehicles to which versions earlier than the current version apply.

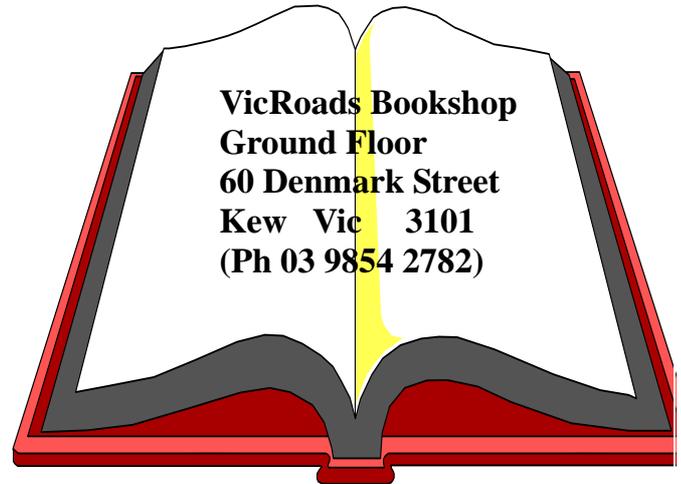
It is also essential that suitable leak detecting equipment is available for LPG RWC inspections.

### Brake Meters

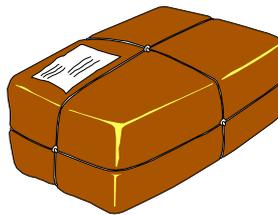
*Bowmonk* and *Tapley* brake meters are still approved appliances, however print out machines are now readily available and not only will they provide you with a better record of the brake performance but they are an excellent diagnostic tool.

## STATIONERY SUPPLIES

Since 1 April 1995, all LVT supplies have only been available from:



You can now pay for your supplies from the Bookshop using Electronic Funds Transfer (EFT) just the same as when purchasing goods from the Supermarket.



The Bookshop also supplies a courier service and your purchases will be delivered to you at no extra cost. Not only does this give you prompt delivery but ensures the security of your purchases.

The current cost of LVT essentials are:-

LVT sign .....	\$100.00
LVT Register .....	\$ 15.00
Book of 100 certificates .....	\$100.00
Standards Information Book .....	\$ 25.00

