



# Testing Times

Issue 24

September 2008

## Welcome

Welcome to Edition 24 of Testing Times. Another varied collection of items for you in this issue. Unfortunately some of the items are warnings about LVTs failing to meet administrative and security issues but there are still some interesting technical items as well.

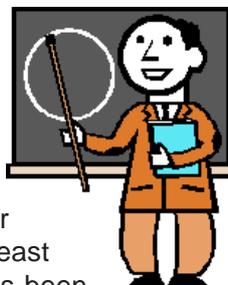
If you have comments on any of the articles here please e-mail to:

[andrew.cruddas@roads.vic.gov.au](mailto:andrew.cruddas@roads.vic.gov.au)

## LVT Seminar Series

The roadworthy seminars are an important way for VicRoads to stay in touch with testers. The seminars are run throughout the year and usually visit each tester's area at least once every two years. As well as a reminder on general inspection techniques, other topics include information on inspecting vehicles for accident damage and the implications of the new construction methods.

The current seminar series is particularly important because it explains the new performance based standards that are being introduced for all testers.



Because this is a new concept for many testers, attendance for at least one person from each licence has been made compulsory.

So please keep an eye out for the invitations and make sure you have at least one representative at a seminar.

## Internal Audits

Included with this edition of Testing Times is an internal audit check list. This document is also part of the Performance Standards Management System that is being introduced at the seminars mentioned above. You will need to use this check list to help you ensure that you are doing all the things required to comply with the Regulations and your licence conditions. Another copy of the check list will be provided for you to complete when you carry out an internal audit as part of your next licence renewal process.

This document when completed will form part of your evidence of compliance with the new Performance Standards Management System and is to be kept in your files so it can be checked whenever VicRoads calls.

## RWC Book Security

*Lock it up or lose it!*

There has been an increase in the number of certificates 'disappearing' from roadworthy books. This is most likely happening because testers are not keeping their books secure and safely away from unauthorised people and members of the public.



It may also be happening because you are not keeping good records and regularly checking what RWCs you have issued according to the RWC book against your register and your job cards. Way back in Testing Times 10 it was suggested you do some simple cross checking to ensure everything continues to match up and all the certificates removed for the RWC book can be accounted for in your records and that they all relate to vehicles you have inspected.

Not only can careless record keeping and poor certificate security create a lot of work for others to sort out, it may leave you liable if a certificate you are legally accountable for is fraudulently used.

Certificates 'disappearing' from RWC books is regarded as a very serious matter and where it is found that books are not being stored and managed appropriately, testers may face licence suspension.

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## LVT Signs

Is your official “testers” sign up to date?

If you still have GE on your sign it is not up to date. Have you added LPG or some other category to your licence recently? Refer to the Licence Category Table below and check what is printed on your licence certificate to see what you should have on your sign.

### Licence Category Table

LV	Up to 4.5 tonne
LP	LPG equipped vehicles
MC	Motorcycles
HV	Over 4.5 tonnes
TX	Taxi
LB	Bus

If your sign does not match the vehicle categories you are approved to test, you will need to update the category letters on your sign. To make this job quick and easy, stick-on letters for each category are now available from the book shop.

## Testing Out Of Category

While we are talking about what vehicle categories you are approved to test, a recent data analysis exercise comparing testers against the types of vehicles they were testing has revealed that some testers are inspecting vehicles in categories for which they are not approved.



While most discrepancies related to testing vehicles over 4.5 tonne while only holding the LV category there are also a number of motorcycles being tested by LV testers who are not authorised for the MC category.

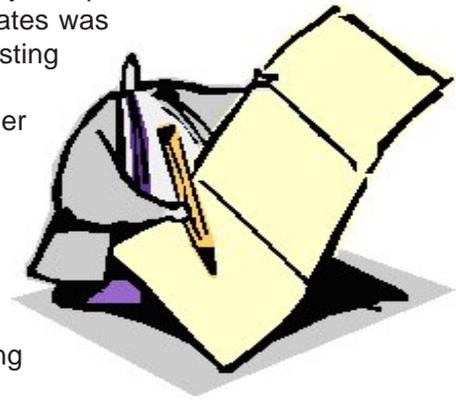
Interestingly, some of these discrepancies appear to happen in batches over a short period of time. Was it a new member of staff who was not properly briefed or was it something more sinister going on while the boss was away?

Either way, testing out of category is a serious matter and is likely to lead to a licence suspension.

## Incorrectly Completed Certificates

There are still a large number of complaints from registration offices about incorrectly completed certificates. The extent of the problem has been confirmed by an analysis of the Compliance Group audit records. To assist you to ‘get it right’ examples of correctly completed certificates are included with this edition of Testing Times so you can keep them on hand to refer to when needed.

The matter of incorrectly completed roadworthiness certificates was previously raised in Testing Times 22 so this is a second friendly reminder to get it right. If the situation does not improve dramatically and quickly, consideration will be given to suspending the licences of offending testers.



## Fields Of View & Driver Distraction

There are two areas that deserve further discussion following on from our fluffy dice story.

### 1. *Fields of View*

Portable GPS navigation systems are a great aid and when used correctly can help you to drive more safely as you don’t have to try and read street signs or memorise the Melways allowing you to concentrate on just driving.



There is a downside however, and that is when they are mounted high on the top of the dash or “suction cup mounted” to the windscreen in a way that interferes with the driver’s field of view. They are capable of blocking out pedestrians and turning vehicles when mounted inappropriately.

No device should be mounted so that it infringes the field of view requirements laid out in VSI 29. This generally means if it is visible above the bonnet line it probably won’t comply. They don’t need to be stuck up there in front of your face as there is no need to look at them all the time. They can all provide some sort of verbal communications to give you directions or other sounds to get your attention.

### 2. *Driver Distraction*

Visual Display Units (VDUs), often with touch screens, are being installed in vehicles by manufacturers to provide information to the

driver about vehicle system operation and sometimes as control panels. Many also provide navigation programmes and sometimes TV or video displays. The aftermarket has also provided a myriad of systems that are being fitted by all and sundry.

The ADRs require that systems are set up so that any device that is visible to the driver will not display TV or video while the vehicle is in motion. This is a mandatory requirement.

Aftermarket TV and video display systems are also supplied with lock-out provisions sometimes requiring the handbrake to be applied before these displays can be viewed.



Others utilise a signal from the vehicle's speed sensor. However, these lock-outs are sometimes not implemented when the units are installed or they are subsequently deliberately circumvented.

The lock-out system of all aftermarket visual display systems should be checked for effectiveness as part of a roadworthiness inspection and if the TV or video stays on while the vehicle is in motion then it must be rectified before a RWC can be issued.

## Child Restraints

All passenger vehicles other than sports cars, utilities and panel vans, manufactured on or after the following dates, will have at least one child restraint anchorage point already installed in the vehicle at the time of production.

Sedans – July 1976

Station wagons and Hatchbacks – January 1977

Light passenger vans (up to 12 seats) – January 1986

Four wheel drive vehicles – July 1990

These anchorage points were originally required to be a 5/16" threaded insert suitable to take the bolt for the type of attaching clip shown in Figure 1.



Figure 1

However, from 1 January 1993 the attaching clip shown in Fig 2 below was introduced.

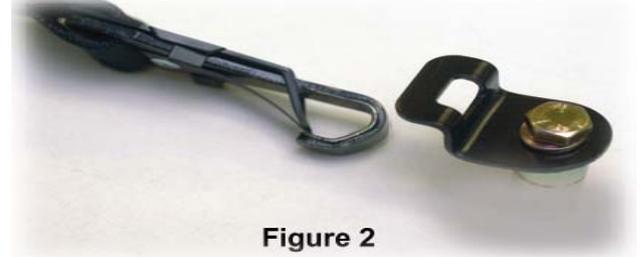


Figure 2

With this new attaching clip, manufacturers could still provide the threaded insert but were also given the option of providing a bar or loop similar to that shown in Fig 3.



Figure 3

Also, from 1 January 1993, passenger cars including 4WDs were required to provide an anchorage point behind each of the rear seating positions.

Any passenger vehicle less than 15 years old should therefore have provision for a child restraint anchorage behind every rear seat. However, there appears to be a few vehicles around – perhaps grey imports or vehicles that have been repaired or modified – that are missing these anchorage points.

The provision of child restraint anchorages is a roadworthiness item and you are expected to check that they are there.

## Vertical Exhausts

### (Heavy Vehicle Testers – Please Note)

As was covered in Testing Times 4 (you do occasionally re-read back issues of Testing Times don't you?) under Environment Protection Authority legislation a vertical exhaust is required for diesel engined vehicles over 4.5 tonne GVM and manufactured after 1976 but not on buses and some other special vehicles.

With the introduction of ADR 80/xx (Euro 3 & Euro 4 emission standards), heavy vehicle diesel engines are usually fitted with either selective catalytic reduction (SCR) technology or an exhaust gas recirculation (EGR) system. Many of you with good memories will recall the introduction of EGR systems to meet the old emission ADRs for petrol engined light vehicles. SCR on the other hand, is a relatively new technology although it has long been used for stationary power units.

Because compliance with the emission requirements now requires a special exhaust system and vertical exhausts can create some design and operational issues with Euro 3 and Euro 4 engines, and because these engines are very much cleaner, the EPA now no longer requires vertical exhausts on vehicles over 4.5 tonne GVM if they are certified to ADR 80/01.



**This is all well and good but how can you tell if a vehicle has been certified to ADR 80/01?**

That's easy for vehicles with a compliance plate approval (CPA) date after 1 January 2008 because ADR 80/01 is mandatory for **all** diesel, LPG or NG engined vehicles over 3.5 tonne GVM manufactured after that date.

The problem comes with vehicles with CPA dates between 1 January 2007 and 1 January 2008 because ADR 80/01 was only mandatory for **new model** vehicles introduced in this period.

However, some existing model vehicles may have been certified to ADR 80/01 in this period also.

Further, even before 1 January 2007, in anticipation of the new requirements and for convenience and marketing purposes some existing and new model vehicles may have been certified to ADR 80/01.

The only way to be certain if a vehicle has been certified to ADR 80/01 (or a later version) is to contact the vehicle manufacturer or the Federal Department of Infrastructure, Transport, Regional Development and Local Government but either method is likely to be extremely time consuming for both you and the person(s) on the other end of the phone line.

There is a fall back position though. The EPA regulations exempt any vehicle used after 1 Jan 2006 which is certified to ADR 80/01 and has "a horizontal exhaust that discharges on the driver's side of the vehicle towards the centre of the road". Therefore it can generally be assumed that, any vehicle manufactured after 1 Jan 2006 which is fitted with an OEM exhaust that is horizontal and discharges on the driver's side of the vehicle towards the centre of the road has been certified to ADR 80/01 and is thus exempt from the EPA's vertical exhaust requirements.

## Fog Lights & Driving Lights

Many vehicles are fitted with front fog lights as standard but very few have driving lights as standard yet these front fog lights are often called "driving lights" and some drivers leave them on permanently in all conditions much to the annoyance of other drivers.

So what are the differences between front fog lights and driving lights?

Driving lights are designed to supplement high-beam headlights to provide more light well ahead of the vehicle, particularly for when driving in country areas. They must be connected so that they cannot be on when low beam is selected. The light output of driving lights is intense and projects well down the road and they must be extinguished when there are oncoming vehicles or when following another vehicle.

Front fog lights are intended to illuminate the road close to the vehicle and to the sides during fog and when the headlights are turned off to reduce glare and the vehicle is driving slowly. To do so effectively, they are mounted low on the front of the vehicle, have a low, flat, fan shaped beam to penetrate underneath the fog, and must be correctly aimed to avoid creating glare back off the fog and to avoid dazzling other drivers.

In normal driving conditions, correctly aimed front fog lights add little if anything to the illumination provided by the headlights but even slightly incorrectly aimed front fog lights can cause considerable glare to other motorists.

Largely because of this glare problem, the road rules were recently changed to make it illegal to use front fog lights during normal weather conditions.

It is a requirement of your roadworthiness inspection that just like headlights, the fog lights are checked for proper alignment as even small misalignments can reduce their effectiveness and potentially dazzle other road users.

*Note:*

*All supplies can be obtained from  
VicRoads' Bookshop  
Ground Floor, 60 Denmark Street  
KEW VIC 3101*

*Phone (03) 9854 2782*

*Fax (03) 9854 2468*

*Open weekdays between 8.30am and 4.30pm*