

Second CITA Regional Roadworthiness Inspection Meeting for Africa

Roadworthiness Inspection in New Zealand

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Roadworthiness Inspection in New Zealand

1. **Inspection Regimes/vehicle classes**
2. **Business Model**
3. **Items inspected/test Equipment**
4. **Inspection frequency**
5. **Supervision of Testers and Enforcement of the Schemes**
6. **Inspection results**

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Roadworthiness Inspection Regimes in New Zealand



Warrant Of Fitness Scheme

- Passenger cars
- Motorcycles
- Light trailers
- Caravans



Certificate of Fitness Scheme

- Trucks
- Buses
- Heavy Trailers



Roadside Inspections of Commercial Vehicles and Operator Rating Scheme

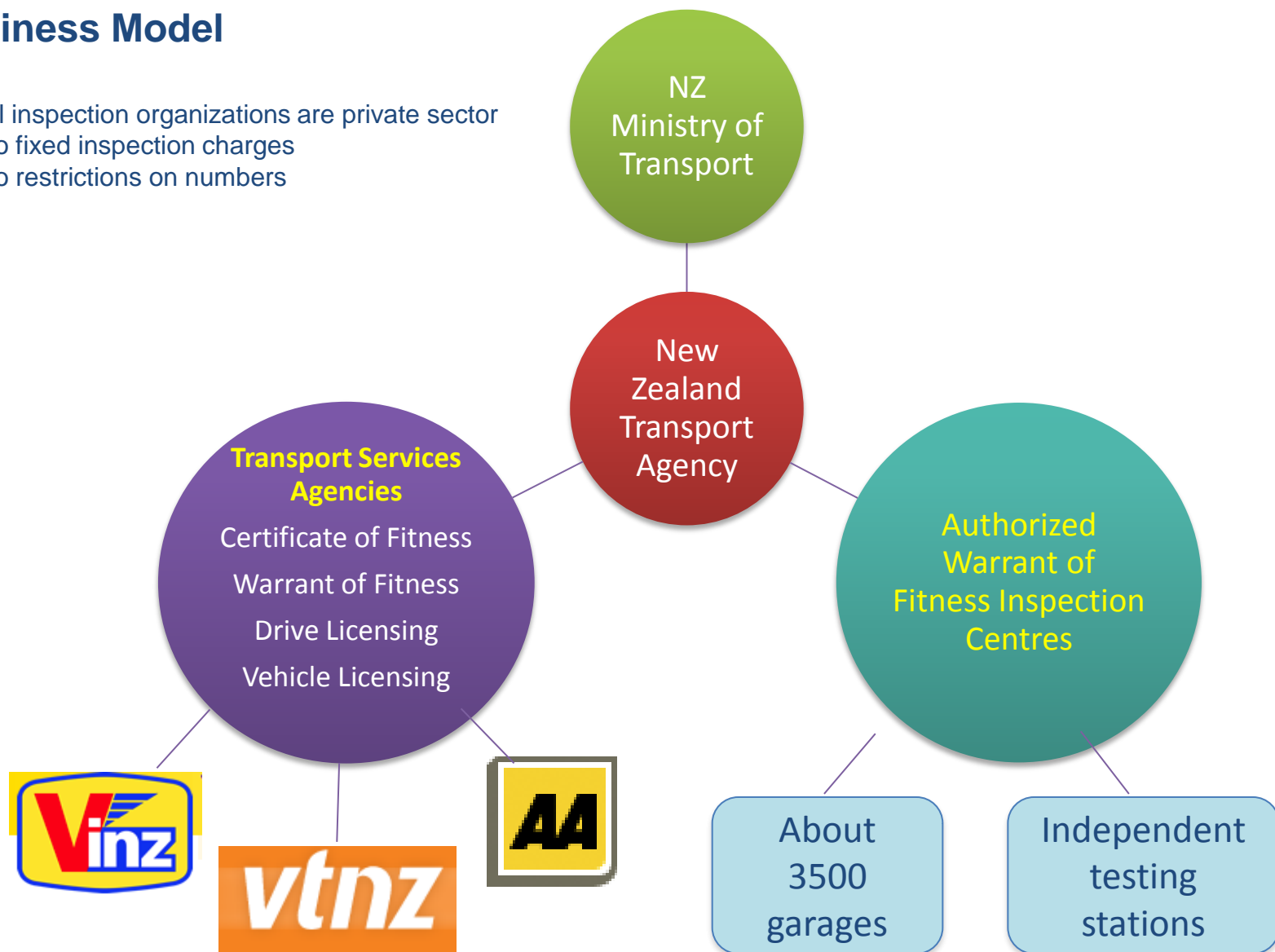
- Trucks
- Buses

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Business Model

- All inspection organizations are private sector
- No fixed inspection charges
- No restrictions on numbers



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Inspection items/test equipment

— broadly in line with Rule 2 of

Harmonization of
Vehicle Regulations
(WP 29)
> Working Party on Noise
(GRB)
> Working Party on

Addenda to the 1958 Agreement

Regulations 1 - 20

Regulations 21 - 40

Regulations

Regulations 101 - 120

Regulations 121 - 140



Key Safety Items

brakes
lights
glazing/wipers
seat belts
speedo
tyres
mirrors
steering/ suspension
structure/corrosion

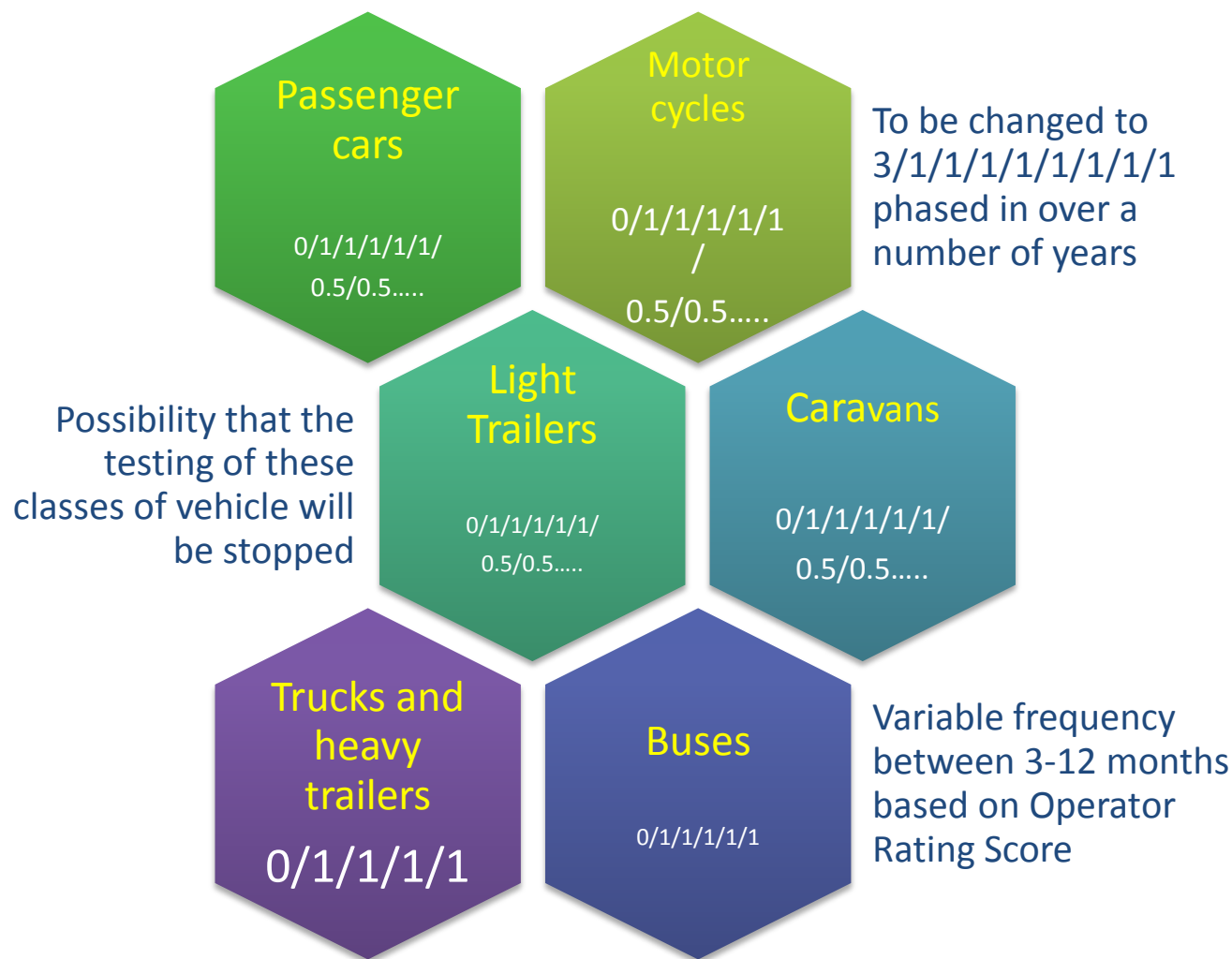
Key Omissions

no emission test
no electronically controlled safety systems
brake testers not mandatory

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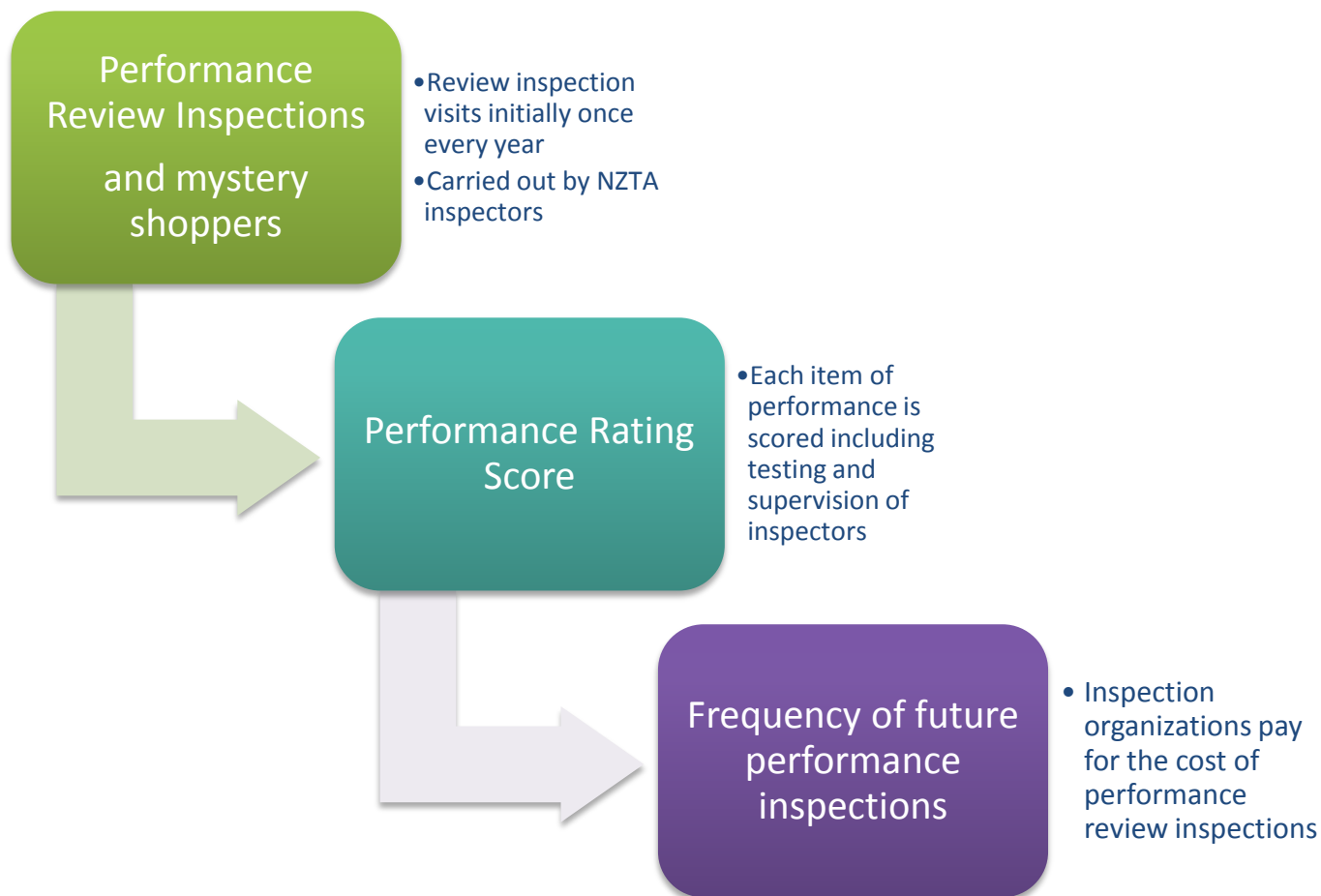
Inspection Frequency and the effects of recently announced reform measures



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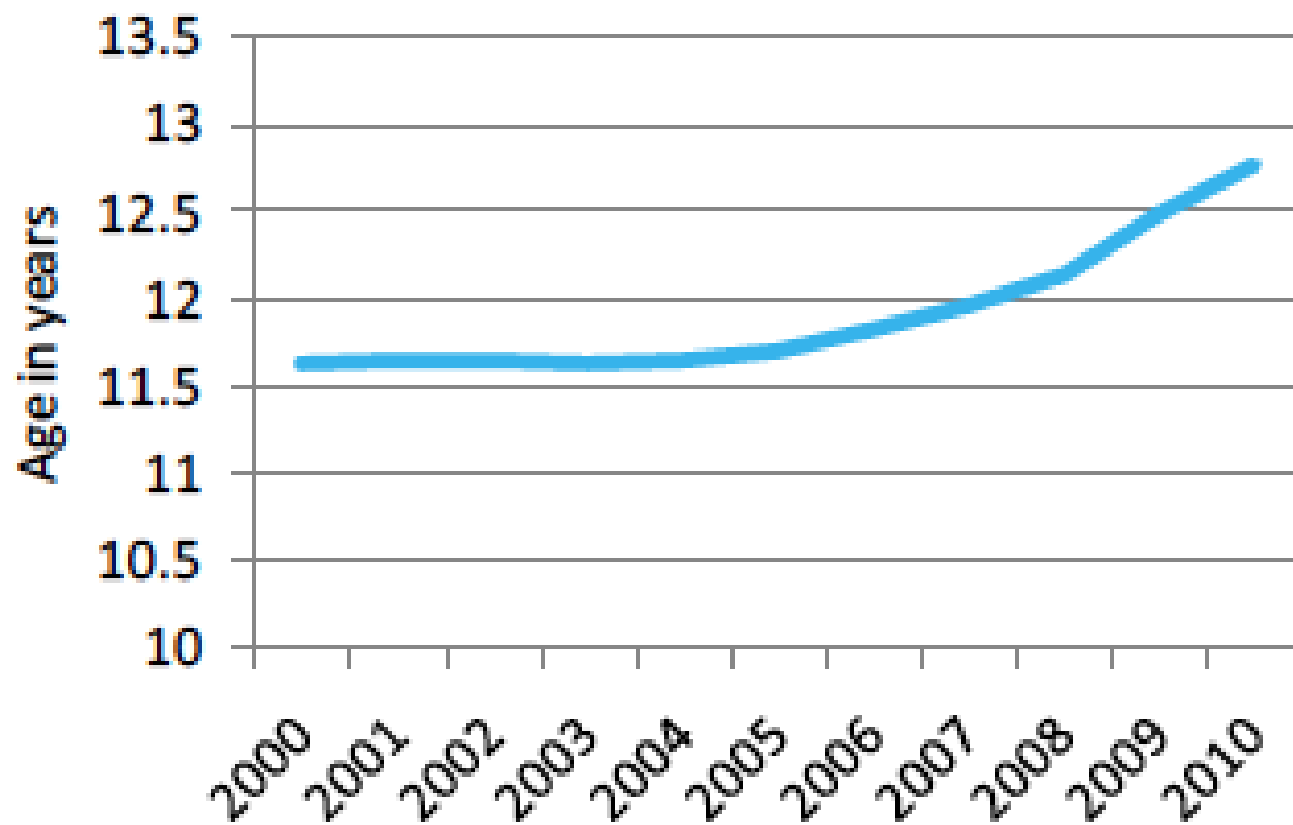
Enforcement of quality standards for both PTI regimes



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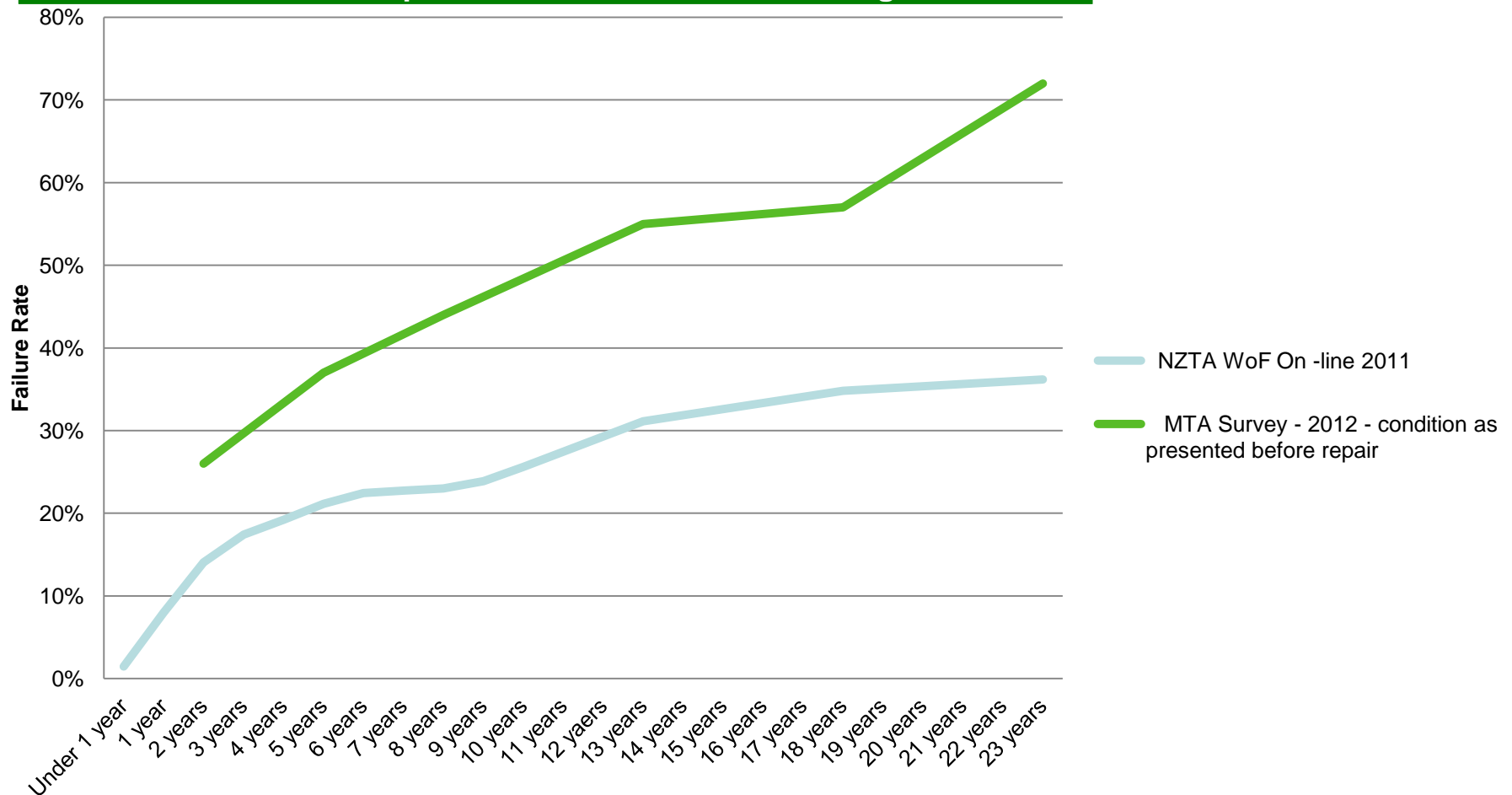
1. Inspection Regimes
2. Business Model
3. Items inspected
4. Vehicle classes inspected
5. Inspection frequency
6. Supervision of Testers and Enforcement of the Schemes
- 7. Inspection results**

Average age of vehicles in the New Zealand light vehicle fleet



Warrant of Fitness Inspection Results

Failure Rates for WoF Inspections - 2011 & 2012 - Passenger Cars/Vans



Thank You