

REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry



UPDATE No.6 | 29/04/2022

ADAS Technical Bulletin (#1 - 2022)

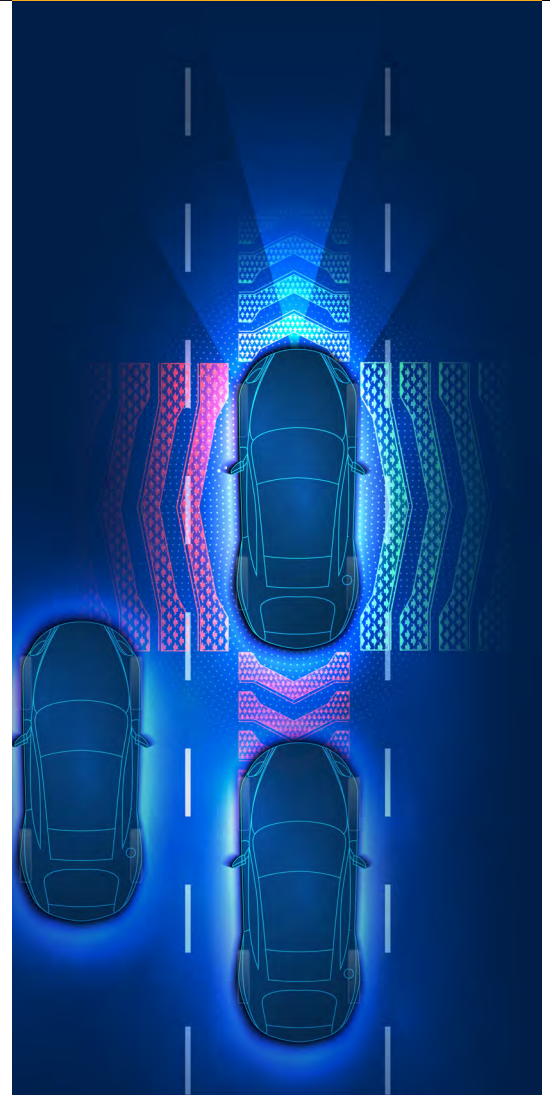



Together with this RepairCert NZ Update, you'll find an ADAS Technical Bulletin, which is the first of many new RepairCert NZ Technical Bulletins which will be developed over time. This ADAS Technical Bulletin is intended to support the ADAS Declaration Form recently released by Waka Kotahi as a Repair VIRM amendment.

Repair Certifiers will all be familiar with the basics of ADAS, however we've including some fundamental ADAS information on pages one and two of the Technical Bulletin which might be

helpful for your customers. Page three of the Technical Bulletin provides Repair Certifiers with some guidance on how to fill out the ADAS Declaration Form.

The normal development process for Technical Bulletins into the future will include the provision of a draft to all Repair Certifiers for review and comment, however in the case of this Technical Bulletin, we have deliberately steered away from 'getting technical' because it is such a specialised and complex area. Instead, we have made reference under the 'Supporting Information' section at the end of the Technical Bulletin to 'ADAS Experts', who are the recognised industry leaders. They have a lot of very good information about ADAS on their website. ■





Collaboration | Solutions | Support

Collaboration with Repair Certifiers on Document Development

One of RepairCert NZ's goals is, over time, to develop and deliver accurate and well-researched information to Repair Certifiers across the country. We have a by-line at RepairCert NZ - 'Collaboration | Solutions | Support' - which will represent the way we operate as we work to bring the system participants together and build a great system.

A key element in the 'collaboration' component is engaging with Repair Certifiers during any document development process. As we develop drafts, in particular Technical Bulletins, we'll be sending these to all Repair Certifiers for review and comment.

Receiving input and ideas from the Repair Certifier community will be a vital part of developing Technical Bulletins that are fit for purpose and easily understood. ■

Repair Certifier Feedback on Corrosion Control Technical Bulletin



We received six responses from the Repair Certifier community about the Corrosion Control Technical Bulletin we talked about in RepairCert Update # 5 - a big thank you to those who took the time to put pen to paper and give us their thoughts. This will be very helpful in the development of a Corrosion Control Technical Bulletin that everyone will be able to refer to into the future.

With the amount of information received, in addition to research that has already been carried out, this is looking to be a substantial document that will cover treatments, preparation processes, and coatings - and so accordingly, individual Technical Bulletins for each of these topics may be a more suitable format in order to avoid confusion. ■

Repair Certifier Feedback on LT308 Certificate

Also, many thanks to those Repair Certifiers who provided feedback to us on the subject of possible LT308 amendments that we asked about in the RepairCert NZ Update # 5. We received five responses on the subject of LT308 amendments, which were all very well considered, and included some really good thoughts and tips. ■

Acid-washing



Acid-washing - which is an acid-based rust neutraliser, but is typically not being applied correctly - is being seen at Border Inspections and Entry Certification in increasing numbers. To assist the Border Inspectors and Entry Certifiers in making the right decisions about vehicles which have been acid-washed prior to shipping to New Zealand, RepairCert NZ has developed a Position Statement for Waka Kotahi to provide to the Border Inspectors and Entry Certifiers.

This Position Statement simply identifies the problems associated with the process, and requires Entry Certifiers to refer all vehicles which have been acid-washed to Repair Certifiers for assessment.

We are currently expanding this Position Statement into a Technical Bulletin for Repair Certifiers, to provide Repair Certifiers with more detailed explanation on the subject, and guidance on the remedial process.

A draft of the Technical Bulletin will be issued to Repair Certifiers within the next week for review and comment. ■

Repair Certifier Application Forms

RepairCert NZ is working with Waka Kotahi to review the Application Forms used for a person wishing to become a Repair Certifier. There are a number of changes needed, including provision of information about Induction Training, providing approval for Waka Kotahi to share information with RepairCert NZ, and other minor detail changes.

Waka Kotahi is also looking into switching from multiple Application Forms (for each category) to a single Application Form where the applicant selects the category or categories being applied for. ■

RepairCert NZ Doors Re-opened to the Public

Since February, RepairCert NZ has had its doors closed to the public, operating only via telephone and email, as a precautionary COVID measure for the protection of staff and their families.

As from April 19, we have returned to normal, so face-to-face visits are now welcomed. If any Repair Certifiers are coming to Wellington for any reason and have a bit of spare time, please feel free to call in for a coffee and a chat. ■



Further Enquiries Relating to LVV Certification and Repair Certification Cross-over

Further to the discussions in RepairCert Update # 5 about vehicles which are modified and repaired, we've had another case recently where a chassis on an old vehicle did actually require input from a Repair Certifier and an LVV Certifier, and we thought it would be a good example to explain the rare situation where a 'cross-over' (between an LVV Certifier and a Repair Certifier) is appropriate.

The Background: A 1939 Ford Standard is presented for Re-entry Certification after a lapsed registration. This is a body-over-frame vehicle that has had previous corrosion repairs completed to the frame (several rusted sections cut out and steel plates butt-welded in). The new owner has subsequently carried out extensive modifications to the full-frame (chassis), including new custom cross-members.

The Question: "Should the vehicle be referred to a Repair Certifier or an LVV Certifier for the work that has been completed to the full-frame?"

The Answer: "Both a Repair Certifier and an LVV Certifier will need to be engaged in this instance. The answer actually lies in the description of the work:

- Corrosion Repairs - Requires a Repair Certifier to ensure that the repairs are completed to within safe tolerance of the vehicle's state when manufactured; and
- Chassis Modification - Requires an LVV Certifier to ensure that modifications are completed in accordance with the appropriate LVV standards."

