

REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry

UPDATE No. 16 | 5/12/2022

CRA Conference Presentation

RepairCert NZ were approached several months ago to participate in the second mini conference of the Central North Island branch of the Collision Repair Association. Lou and Lorraine Pilkington, the organisers (and all-round good guys!!) asked if we would like to put together a presentation around 'who we are and what we do', for the 100 or so delegates attending this highly anticipated event held mid-October in Hamilton.

We jumped at the opportunity to be involved in the conference, and it was a humbling experience to be in the company of some very special guest speakers, trade sponsors, and other industry experts on the day.

While RepairCert NZ primarily focus on supporting the Specialist Repair Certifier community and Waka Kotahi NZ Transport Agency, we are also committed to assisting the wider autobody repair industry (including high-end collision repairers, right through to restoration and fabrication shops, both small and large). RepairCert NZ provide free access to a range of documents that all interested parties can refer to, and are confident the information they contain will be of substantial benefit in enabling safe and compliant outcomes to the motoring public.

To that end, being able to present at this event was the ideal opportunity for us to 'spread the word' about RepairCert NZ. Our resident graphics and communication guru, Nikki Kidd (better known as NJ) put together an hour-long professional presentation to let everyone (and anyone for that matter!), know just who we are, how we came about, what we've done in our first year of operation, and what we will be doing in the years to come. ►



We also seized the opportunity to unashamedly promote the RepairCert NZ website to those in attendance, so they can utilise resources available on the site, and refer their existing and potential customers to it for further understanding of how the Specialist Repair Certification system works (see the accompanying article that relates to the RepairCert NZ website).

There's an old salesman's pitch: 'It's hard to sell a secret', so at RepairCert NZ we're all about making industry information readily available to the wider autobody repair industry, as well as being the 'Go To' for the motoring public. Thanks again to Lou and Lorraine Pilkington for inviting us to speak at their conference, and also to the many other very talented people who were involved in putting the event together.

If any Repair Certifiers and their repairer communities have a trade-related event or gathering that they think would benefit from having RepairCert NZ attend, please get in touch. ■

Info from the Helpdesk

Major Body Sectioning

The Background

For many of us 'old school' panelbeaters there was a time when a common repair for heavy structural front or rear hits, was to literally cut the vehicle in half through the screen pillars, sills, and across the floor pan, then weld in a complete front or rear body section from another vehicle - a practice known as 'Cut and Shut' or 'Clipping'.

With the gradual introduction of high strength steels into the unibody structure (along with complex multi-layered inner reinforcements), this repair method became more and more difficult to complete, raising many concerns within the industry that the overall structural integrity of the unibody could be compromised.

Recently, RepairCert NZ received an enquiry from a Repair Certifier querying whether this type of repair could still be carried out.

In this instance, a repair certification was underway on a 2016 Corolla hatchback with extensive rear end damage which required the replacement of multiple weld-on panels (rear panels, boot floor, and rear quarters). A complete, recycled rear end body section had been purchased with the intention of replacing all the damaged weld-on panels individually. ►

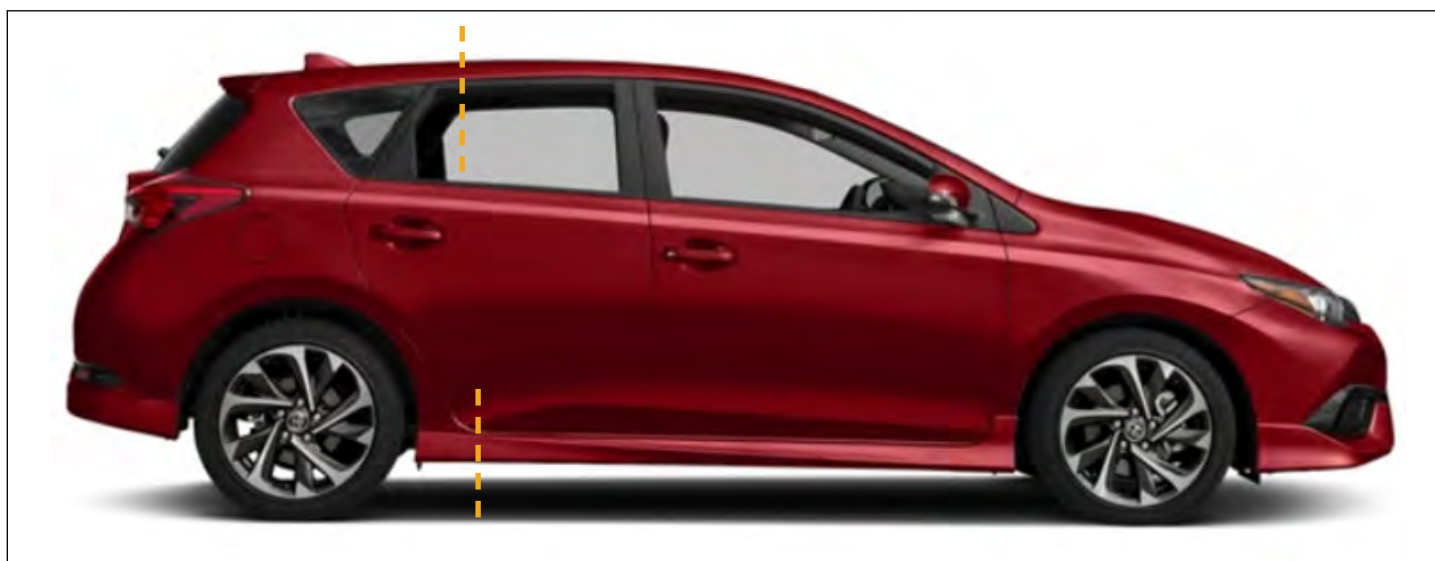


Image 1: Toyota Corolla – proposed rear body sectioning.



Image 2: Sill and floor join.



Image 3: Upper pillar and cant rail joins.

The Question

Could all the affected panels be replaced as a sub-assembly or as 'one unit', rather than unpicking and re-welding each part individually? The logic being that many of the factory weld points, seams, joints, sealers, and corrosion protection would not be disturbed.

The Answer

NO - replacing (cutting and welding) the entire front or rear end portion of the vehicle is not permitted, based on the following:

- Toyota's Collision Repair Information Bulletin (CRIB #122) clearly states this type of repair/replacement methodology must not be done (*see Image 4*); and
- I-CAR have an I-CAR Best Practices document on this subject called '*Full-Body Sectioning Should Not Be Done*', that determines this is not an approved repair method; and
- while there appears to be a number of factory welded connection points that would be used in this instance, there are many inner structures that would require cutting and sectioning - but there are no specific procedures available. Therefore these inner structures **MUST NOT** be welded in any area(s) other than the OEM joints; and
- the Toyota Body Repair Manual (BRM) for the 2016 Toyota Corolla hatchback includes a structural outline information document (*see Image 5*), that shows many of the proposed joint locations are in close proximity to high strength steels - any heat generated in the welding processes will negatively affect the tensile strength of these steels. ►



Image 4: Collision Repair Information (Toyota CRIB #122 – Body Sectioning).

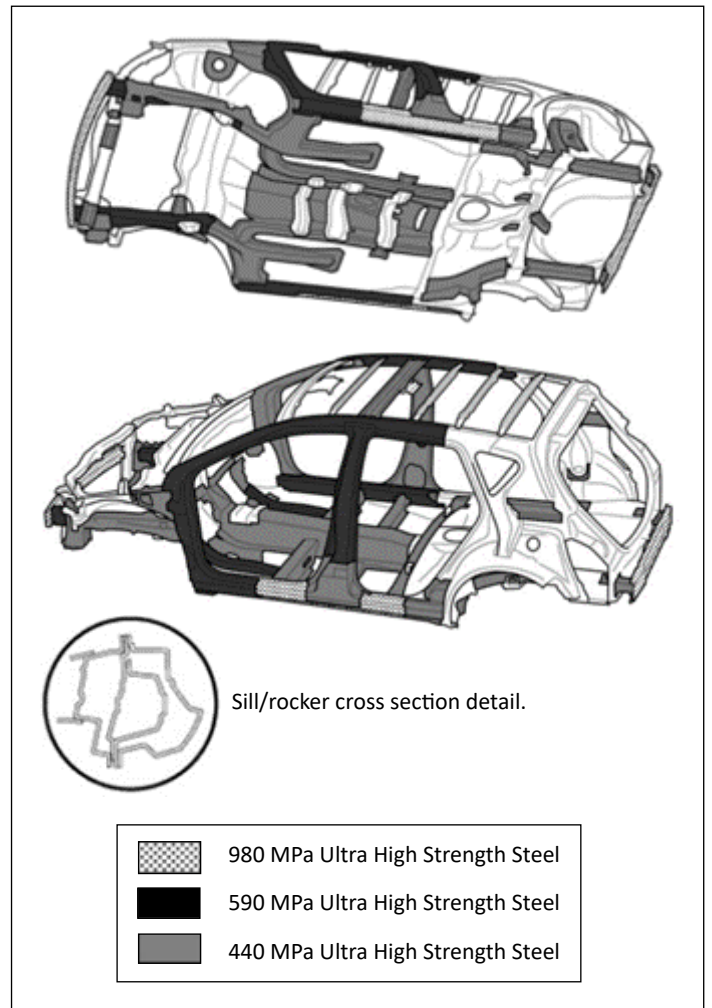


Image 5: Structural Outline. ■

Waka Kotahi SharePoint Update

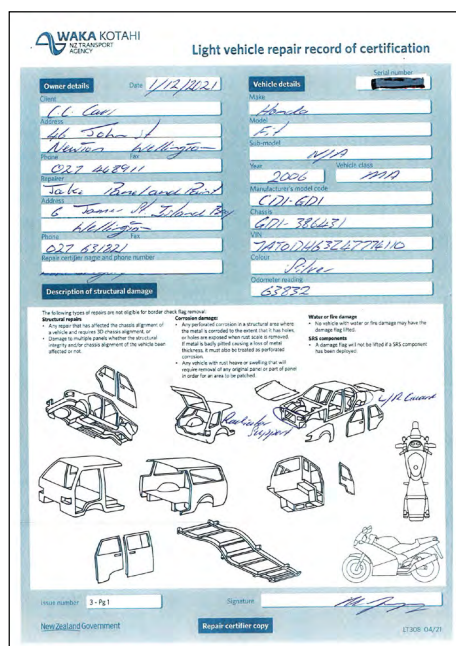


Image 1: LT308.

As all Repair Certifiers will be aware, they are required (by Waka Kotahi) to be set up, trained, and uploading their repair certification files into the Waka Kotahi SharePoint Electronic File Repository System by year-end 2022. Well over half of the Repair Certifiers are up and running already.

Some Repair Certifiers going through the process know that there have been some teething issues associated with getting connected to the SharePoint system. Waka Kotahi is working on this, and we're all confident the issues will be resolved soon.

We thought we'd include some important reminders around the most common issues we have been seeing which create frustration, mostly for RepairCert NZ (and Repair Certifiers when they get the inevitable phone call). The most frequent problems we come across are incorrect or missing documentation, especially within the following examples:

The LT308

Please fill in **all** of the spaces, entering N/A if the information asked for isn't relevant (so it's clear that the space hasn't been overlooked). See Image 1. ▶

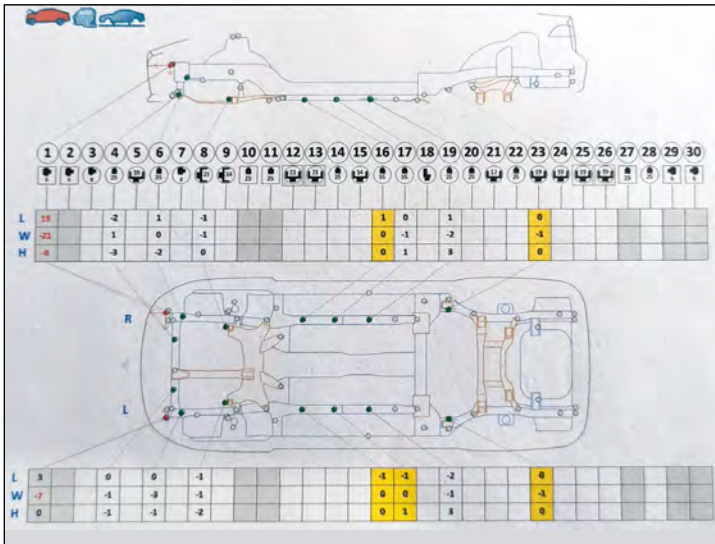


Image 2: 3D Measure Report.

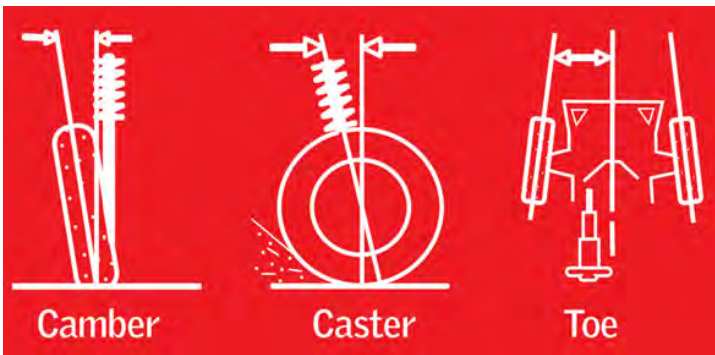


Image 3: The three primary aspects to a wheel alignment.

VEHICLE ALIGNMENT REPORT						
RENAULT, MASTER III, 2018-2020, Van F62/F62E FWD225/65 R16BUS13P, BUS15P, BUS 16P, BENBASMWB						
Primary Angles		Initial	Specifications		Final	
			Min.	Max.		
Front	Caster	Left	3.2°	2.5°	4.0°	3.1°
		Right	3.1°	2.5°	4.0°	3.1°
	Camber	Left	-0.5°	-0.8°	0.4°	-0.5°
		Right	-1.3°	-0.8°	0.4°	-0.8°
	Toe	Left	-1.3°	0.00mm	2.1mm	1.8
		Right	-3.8°	0.00mm	2.1mm	1.5
Rear	Camber	Left	-0.2°	-0.3°	0.3°	-0.1°
		Right	-0.3°	-0.3°	0.3°	-0.3°
	Toe	Left	0.9°	1.1mm	5.2mm	2.9
		Right	4.3°	1.1mm	5.2mm	5.1
	Total		5.2°	2.1	10.3	8.0
		Thrust Angle	0.1°	-0.2°	0.2°	0.1°

Image 4: Vehicle Alignment Report.

3D Measurement Reports

These must show valid measurement points for the vehicle and include as many measurement points as possible that reference the area(s) of damage (as applicable).

See Image 2.

A friendly reminder: Ensure the 3D measurement sheet is within specification - we're regularly surprised by the number of completed (and approved) 3D measurement reports that don't comply with VIRM requirements. Finally, you must include your authorising signature to the final 3D measurement report.

Outwork Reports

In particular, wheel alignment reports. Take the time to review and understand the wheel alignment data sheet to ensure all steering geometry is within factory tolerances (we've had quite a few wheel alignment reports come through that are outside of manufacturers' specifications). See Images 3 and 4.

Documents to be Uploaded

Here's a handy checklist to make sure you have uploaded all the repair certification documents (as required depending on the type of certification) into the 'paperwork' folder:

- LT308 or LT307 form.
- Wheel alignment report.
- 3D measurement report.
- Trammel measurement report.
- Factory replacement specs.
- Parts invoices.
- Declarations for SRS, ABS and/or ESC inspections, ADAS, and Glass Bonding.
- Anything else relevant to the file.

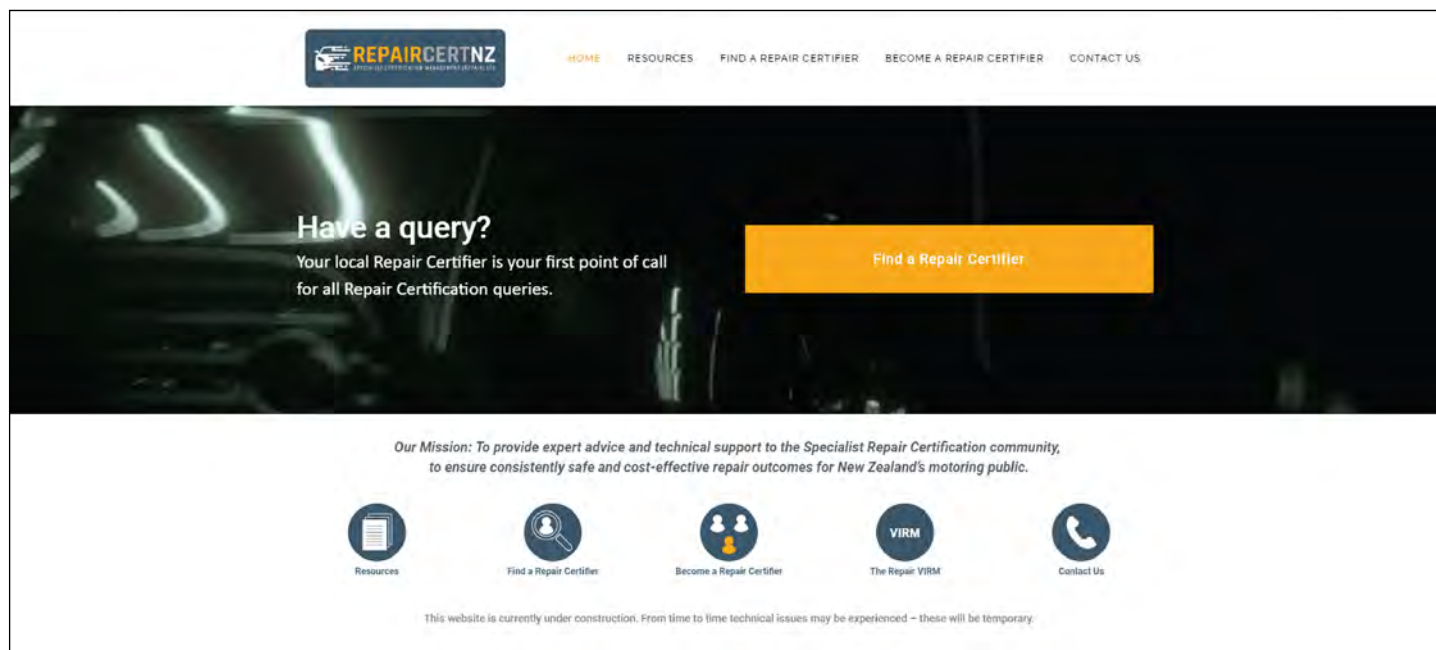
Upload all documentation and images to SharePoint upon completion of the repair certification. ■



RepairCert NZ Christmas Hours

Close: Thursday, 22 December 2022 @ 12pm
Open: Wednesday, 4 January 2023 @ 8am

New RepairCert NZ Website



In recent months the RepairCert NZ website has been under development and is now up and running. It is early days, with more resources to be added over time.

Currently, you can view the following:

■ **Resources**

- The Repair Rule.
- The Repair VIRM.
- Newsletters.
- Updates.
- Technical Bulletins.

■ **Find a Repair Certifier**

Repair Certifiers organised by region, including categories and contact details.

- Location map.
- Downloadable PDF list of Repair Certifiers.

■ **Become a Repair Certifier**

Provides information for people interested in becoming a Repair Certifier:

1. Required Background.
2. Regional Coverage Considerations.
3. How to Apply to Become a Repair Certifier.

■ **Contact Us**

- Location and contact details for RepairCert NZ.

The main items on the way are:

■ **FAQs (Example Questions):**

- What is light vehicle repair certification?
- What type of certification do I need? ►

- Can a Repair Certifier certify vehicle modifications?
- What do I need to know when importing a vehicle?
- What is the repair certification process?
- Can I do my own repairs?
- Can I choose which repair shop carries out the required repairs?
- What is a damage flag?
- Who can certify my motorcycle?
- My registration has lapsed - why do I need to get my vehicle repair certified?
- How much does repair certification cost?
- What is the Light Vehicle Repair VIRM?
- What is the difference between an LT307 and LT308?

■ **Training Resources**

■ **Events Calendar**

■ **Private platform** for Repair Certifiers to share and ask advice from their peers.

■ **Blog**

■ **Forms**

If you haven't already, have a look around, and let us know if there is anything you'd like to see on the site, keeping in mind there is more on its way.

Go to www.repaircert.nz, or type RepairCert NZ into your search engine, and you'll find us at or near the top. ■



New Process for Becoming a Repair Certifier



A lot of discussion has been taking place this year between RepairCert NZ and Waka Kotahi about geographic coverage (the number of Repair Certifiers required within a given region). It's all about finding the right legal balance between the provisions of the Commerce Act 1986 (which enforces competition law so that markets are competitive) and the requirement within the Vehicle Compliance Rule ('...the Director must take into account those certifiers already appointed and available...'), when considering an application for another Repair Certifier.

It has been established via many legal precedents over the years that a regulator's duty of care is to protect the general public, rather than the commercial interests of a company or an individual, which is achieved in part by preventing an over-subscription of specialist certifiers, in order to avoid promoting the inevitable 'race to the bottom' which occurs when too many people are getting too small a slice of the pie. The ultimate outcome of this situation is the reduction of certification quality and vehicle safety.

More information is now available on the RepairCert NZ website, in the ***'Become a Repair Certifier'*** area. ■