

REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry



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RepairCert NZ Welcomes New Staff Member



From March 1, you might discover a new voice on the end of the phone when you ring RepairCert NZ. If so, it will belong to Antony Pauletic (sounds like 'paula-tich'), but he goes by, simply, 'Ants'.

Ants has come on board as a Technical Advisor, and he'll learn the ropes within this complex repair certification environment by providing a support role to Mike Gregory. Ants is a great bloke, and we'd like to introduce him to you...

Finding His Way

When Ants left school, it was to do a mechanical engineering degree. But, two years in (and while working part-time in a local mechanical workshop), he realised his heart wasn't in his academic engineering studies but actually lay with the physical side of working on cars. He followed his heart, and swapped his calculator and spreadsheets for a Snap-on toolbox and a hoist.

Ants did his motor mechanic's apprenticeship at a highly regarded shop in Waikanae called 'Auto Doctor', became qualified, and then spent some time working as a mechanic at a Holden dealership. During his ►

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years on the tools, he developed a strong interest in vehicle modification, which led into Ants doing a number of engine conversions, including installing a 1UZ Lexus V8 into a Toyota Hiace, C-notch chassis modifications in various vehicles including Hilux 'mini-trucks', and a lot of airbag and hydraulic suspension conversions into everything from Hilux Utes to Chevy Impalas.

In contrast to his interest in 'old-school' vehicles, another area of interest was in modern motor vehicle electronics and diagnostics. Interests became challenges, and a constant hunger for new challenges led Ants to move from working on the shop floor to visiting the guys on the shop floor - providing specialist diagnostic equipment sales and training in high-end brands including 'Autologic' and 'Pico'. Ants has enjoyed building up relationships with key people in top-end dealerships, auto electrical shops, and mechanical shops throughout the country. He says, *"I've spent a lot of time in collision repair shops over the past six or seven years, and it's a fascinating industry. And I've seen repairers using the equipment I've been selling and training people on, really well and really badly!"*

After Hours

With his professional background being extended during the day, all kinds of equally interesting activities were unfolding in Ant's home garage at night. As well as mechanical modification work going on, a love of '60s Impalas and '70s Chevy pick-ups has seen Ants importing and restoring several vehicles during recent years. While he doesn't profess to have panel-beating skills, he's never-the-less surprised many people with the quality of his self-taught work, including undertaking complete floor replacements, sill replacements, and minor crash repair work. In fact, his interest in panel repair work has led him to complete (in his spare time) the I-CAR Bronze ProLevel 1 (Repairer Strand) accreditation, and he's currently working towards Silver ProLevel 2, with the ultimate goal of achieving I-CAR Platinum ProLevel 3 accreditation.

Home for Ants is the Kapiti Coast, where, together with his partner Paige and three-and-a-half-year-old son Nixon, he enjoys a flat-out life, both during and after work.

"I love learning new stuff, and I like to keep putting myself in a place where my mind is stretched, and I'm experiencing new things", says Ants. For kicks he does motorcross, mountain biking, and jet skiing, and in doing so, he's always pushing boundaries. Sometimes he pushes the boundaries a little too far; the ultimate extension of his two-wheeled passion ended in an under-rotated backflip on a motorcycle in 2018 which resulted in him waking up in intensive care with multiple broken bones, lacerated liver, damaged lungs, and smashed wrists. He recovered, he's super-fit again, and while not doing extreme sports, he's still heavily into motorcross and mountain biking.

The Next Challenge

With his enthusiasm for restoration and repair, his broad automotive experience, and a strong interest in vehicle diagnostics, RepairCert NZ will provide Ants with enough challenges to satisfy his need for learning for a long time to come.

If the 'Pauletic' surname sounds familiar to you, the answer is *'yes, he's related to Rob'*. Rob Pauletic is Ants' Dad. Every Repair Certifier who has gotten to know Rob holds him in enormously high regard, as does the team here at RepairCert NZ. We know Ants well too, and can assure you that - as is often the case - the apple doesn't fall far from the tree. But Ants doesn't want to hang off anyone's coat-tails - this is a motivated guy who marches to the beat of his own drum.

Give him a bit of time to settle in, and let him prove himself. You'll enjoy getting to know Ants. ■



On-site Visits



On-site Visits have kicked off for 2023, with Mike calling in on three North Island Repair Certifiers in the middle of February, for a one-on-one informal coffee and catch-up to see how things are going.

The time was well spent, and Mike really enjoyed chatting with the guys, helping with SharePoint issues and files, and having a look at quite a few vehicles that were in the pipeline.

Mike will be in touch to organise a time and place that works for you as he plans his next 'where and when' - remember, the intention is for these On-site Visits to be a no-stress opportunity for confidential, open discussions with no scores, no fails, and no black marks. And as always, feel free to ask Mike anything...

'There's no such thing as a dumb question'. ■



Info from the Helpdesk

Side Aperture Replacement

Background

A recent enquiry from a Repair Certifier was in relation to determining the best repair methodology for a vehicle that had sustained significant side impact damage and required many of the outer and inner panels replaced. The proposed repair method was to replace the side aperture structure as a complete second hand 'sub-assembly', rather than cutting and welding in multiple, individual panels (as typically supplied by the vehicle maker when using new genuine parts), or the additional processes of component separation and clean-up that is required when fitting second hand sections.

Question

"Is this an appropriate repair method, as for the most part, OEMs do not provide replacement procedures for pre-assembled structures in the BRM, nor do they supply replacement components (service parts) in a 'sub-assembly' configuration?"

Answer

YES, side aperture replacement as a sub-assembly can be performed, however (as is the case with many repair scenarios), the procedure will be subject to several considerations.

Because of the complexity associated with this repair process, RepairCert NZ is developing a Draft Technical Bulletin that will set out best practice guidance for this type of repair (side aperture sub-assemblies and other multi-panel structures). Once the draft is completed, we will be seeking feedback from all Repair Certifiers, before the Technical Bulletin is finalised, and released. ■



Images above: Side aperture replacement examples on full frame vehicles.

VIN Assign/VIN Affix vs Entry Compliance Inspection

Just a quick word about the difference between VIN Assign/VIN Affix, and the Entry Compliance Inspection.

A common issue that occurs when a vehicle is presented for VIN Assign/VIN Affix, and Entry Compliance at the same time, is that the vehicle owner may need to work through a lengthy repair and certification process with the 'clock running', due to the 90-day time limit (or 100km, whichever is the lesser). This often results in the vehicle owner being faced with having to pay for the Entry Compliance process all over again when the time limit is exceeded - while waiting for parts to come from overseas, etc.

We would like to make it clear, that while the VIN Assign/VIN Affix process can be carried out during the Entry Compliance Inspection, it is a separate process and **does not** have to be carried out at the same time.

Therefore, the ideal time to take the vehicle away for any major vehicle repairs, etc., is after a VIN has been assigned and affixed, and before the Entry Compliance Inspection is carried out. At this point there is no need for quarantine - you can take as long as you like with the vehicle, and notes can be added to LANDATA. This way, the vehicle owner also avoids being caught in the trap of having to pay the Entry Compliance fee twice.

Click [here](#) for more information. ■



Ban Flag Removal

RepairCert NZ is assisting Waka Kotahi in reviewing ban flag removals (we are only reviewing the files, not processing requests). Repair Certifiers must upload all certification files for vehicles that have been 'ban-flagged', and notes must be entered into LANDATA, in the same way as any other certification file.

The certification file must include either:

- an LT308; or
- a letterhead stating you are a Repair Certifier, and that:
 - 'the structural integrity of the vehicle has not been compromised' or
 - 'the vehicle has been repaired, and the repairs to the (enter the repaired area(s), e.g. 'right front chassis rail') have returned the vehicle to within safe tolerance of its state of manufacture'.

Note: Please include the underlined text in the letter. ■



Please take note there have been some tweaks to the SharePoint 'New Document Set: Repairs Document Set'.

New Document Set: Repairs Document Set

Section: Certification Status

An email was sent out last week letting Repair Certifiers know about the addition of a 'Certification Status' section to the Repairs Document Set form (one of the options must be selected before the form can be saved).

It is the last section on the form (just above the 'Waka Kotahi Admin Use Only' area), as shown below:

Please note, there is no requirement to upload your files before they are completed - this feature has been added so that if you would like to do so, you can. ■

Use of the Waka Kotahi Logo

Over the past 18 months, a number of Repair Certifiers have asked RepairCert NZ if permission could be gained to use the Waka Kotahi and RepairCert logos to show their affiliation.

Because Repair Certifiers are not agents of, or authorised by, RepairCert NZ, it would not be appropriate for Repair Certifiers to use the RepairCert NZ logo.

However, we have been discussing the use of the Waka Kotahi logo with Waka Kotahi, to try and achieve a streamlined process by which to gain authorisation for all Repair Certifiers who wish to use it. There are no clear answers yet (as simple as the question may seem, company branding is a very sensitive subject), but we just wanted to let you know that the subject is being discussed in the background, and we hope to have an answer for you in the near future. ■



New Repair Certifiers

We would like to welcome Michael Barron, Carlin McDonald, and Rob Braun as new Repair Certifiers; Michael is based in Franz Josef, while Carlin and Rob are in the Auckland area.

In RepairCert NZ Update #16 we included an article on the 'New Process for Becoming a Repair Certifier', which addressed our discussions with Waka Kotahi around geographical coverage (the number of Repair Certifiers required within a given region). ►

As mentioned, we need to make sure we are meeting all our legal obligations (between the Commerce Act 1986 and the Vehicle Compliance Rule), and ensure we have enough Repair Certifiers in each geographical area, but without over-subscribing, to prevent a reduction in repair certification quality and vehicle safety.

The result was the inclusion of a 'Regional Coverage Considerations' section in the 'Become a Repair Certifier' area of the RepairCert NZ Ltd website, which lists regions in New Zealand where Repair Certifiers are currently needed.

Click [here](#) to go to the 'Regional Coverage Considerations' section of our website for more information.

The three new Repair Certifiers being introduced in this Update started the application process prior to the completion of our discussions with Waka Kotahi, and any future applications will take geographical considerations into account.



Carlin (Carl) McDonald

“ My interest in cars started at a young age, mostly due to my father working as a coach builder for Davis & Naylor during the '60s and '70s. I started to build and repair my own cars with the help of my old man, and then took on a part-time job during the school holidays in the '90s for Hugh Stevens Panel Beaters (now Hugh Stevens & Son) in Ponsonby, Auckland. The business was established in 1969, and Hugh Stevens (at the ripe age of 68!) was my tradesman. I was 15 years old when I started my apprenticeship, later gaining a Trade Certificate in Panel Beating.

Work history for me has been mainly in the Auckland area, and included working for Steve Nuich Panel Beaters in Kumeu, Omega Panel Beaters Ltd in Airport Oaks, and Professional Panel Shop in Ponsonby. I also managed Hugh Stevens

Panel Beaters and have been a foreman on several occasions.

The motivation to become a Repair Certifier came from putting a lot of time (and a large amount of work) into restoring old American cars, and I'm now in the position of being able to help customers get these beautiful cars back on the road and running safely. I'm also keen to give back to the trade that supported me, as tradesmen are becoming scarce, and it's always good to share the knowledge with a common goal in mind - keeping our roads safe and our repairs up to scratch.

When not working on cars, my hobbies include Rugby League and wild animal rescue (mostly saving stray baby ducks that turn up at home!).

I think I bring a cheerful personality to my new role as a Repair Certifier (I love a good chat), I'm very approachable, and have a fair bit of knowledge on vehicle restoration and modern-day structural repair.



Rob Braun

“ Passionate about being a comedian to my classmates, I was rather quickly ushered to the exit at school, beginning a panel beating apprenticeship at 15 years of age - ending my illustrious comedy career!!

In 1986 I started working for Cooper & Curd Motors in Pukekohe, who adapted from making horse-drawn carriages to building motor vehicle bodies in the early 1900s. Here I had access to all the 'old school' panel making equipment which was great to learn on.

Completing my apprenticeship by the age of 20, I took off to the UK, blew all my money in two weeks, and took the first job I could get repairing and painting write-offs for a salvage dealer in South London - I have never met as many dodgy geezers in one place as I did back then in Essex.

Moving onto a classic car restoration shop (more dodgy geezers!), I found a great mentor in a 76-year-old workmate who had done everything from hand making fuel tanks for bombers during the war to hand building aluminium race car bodies in the '50s and '60s.

My next job was estimating insurance collision repairs in Australia, then repairing European vehicles in Auckland, followed by managing several repair/fabrication shops over the next several years in Papua New Guinea. These shops repaired and built anything and everything, and I loved it. ►

Returning to NZ in 2006, I bought Main Panel Beaters in Onehunga. Basically having to start from scratch, I grew the small business into Main Autocentre, mostly starting on compliance work, while building up the insurance repair side (including jilted lover's damage!) which makes up 99% of the business today. During this time, I also started and expanded Ellerslie Tyrepower.

I have enjoyed meeting other people in the repair industry and keeping up with ever-evolving repair techniques and technologies over the years. A diverse range of career experience spanning 36 years has given me a keen interest in repair certification (having been party to thousands of vehicle repair scenarios), and I figured it was a natural fit to apply to become a Repair Certifier.

On a more personal note, I am married with two daughters at university, and in my spare time enjoy hiking, exercising, fishing, and various tree-hugging activities on a small bush block up North.



Michael Barron

“ I’ve been in the panel beating/painting industry over the past 40 years, firstly in New Zealand and then Australia, where I had the privilege of working for some amazing companies.

During my time in Australia, I was the Manager of a large Holden franchise repair facility in Sydney, followed by a management position at Lee Smash Repairs (one of only two factory-approved Ferrari repair centres in Australia), and all other European prestige vehicles - some very talented craftsmen there.

Back in New Zealand, I’m servicing the South Island, from my business Southern Repair Certification, based in Franz Josef - so going North, South, or over the hill to Christchurch is easy.

Between truck driving and restoration work I’ve been kept busy over the past 20 years. Outside of work I collect most things automotive, from the 30-plus pedal cars hanging from the roof of my workshop to 1970s RV Suzuki motorbikes with a couple of Harley Davidsons in the mix. Add to that a Model A Ford Roadster, a 35 Chev Coupe, a 66 Impala, and last but not least my wife’s Datsun Powered 100E Ford Prefect!

Becoming a Pre-1990 Repair Certifier just seemed to fit, with my previous restoration experience and love of old vehicles. It’s incredible what’s tucked away in private collections and the humble back shed, it’s truly inspiring what’s currently being worked on to be put back on the road.

I’ve found it easy to find a remedy for most problems with these vehicles, and there’s always new methods and repair processes to learn, for myself and the repairer.

I think I bring a fresh approach to this new exciting role, with an open mind and solution-based results. ■

Feedback

We’re always keen to receive feedback, good and bad (we can’t fix something if we don’t know it’s broken), but here in the RepairCert NZ office, we are particularly pleased when someone lets us know we are heading in the right direction. We have been sent the below, following recent Induction Training here in Wellington. ■



“ To the Team at RepairCert NZ - Mike, Marty, NJ, and Shelley

I would like to thank you very much for the training and the professionalism of the Induction course. I found the course educational, well-structured and the amount of knowledge I gained will be very beneficial for my future career as a Repair Certifier. The processes and details that you have provided, made me feel at ease and grew my confidence to be able to perform my duties with a safety-first approach.

Thank you for sharing your knowledge, I appreciate it immensely.

Kind Regards, *Carlin McDonald*

Vehicle Import Forecast

March and April 2023

- **OWV:** Heavy machinery items.
- **Load:** Vehicles that are leaving our shore to overseas ports.
- **T-Ship:** Trans Ship. Transported from port of entry to other ports throughout New Zealand. ■

ETA	Vessel	Voy	LOP	Vehicles Discharge					Load	
				Total	New	Used	T - Ship	OWV	Export	T-Ship
1-Mar-23	Carmen	EF233	WWO	973	849	-	-	124	86	-
4-Mar-23	Morning Cherry	2280	Armacup	1,139	1,087	-	-	52	15	-
6-Mar-23	Dream Jasmine	25	TFS	1,824	594	1,200	-	30	288	79
9-Mar-23	Paganella	2303	Armacup	1,758	710	826	149	73	7	-
9-Mar-23	Pegasus Ace	311A	MOL	1,611	180	1,309	-	122	34	906
9-Mar-23	Trans Future 6	142	TFS	2,331	1,479	809	-	43	-	-
10-Mar-23	Nabucco	EF234	WWO	454	318	-	-	136	87	-
10-Mar-23	CS Trust	23 02	Oceanic	540	-	540	-	-	-	-
12-Mar-23	Eternal Ace	100A	MOL	1,936	1,266	9	661	-	-	-
18-Mar-23	Morning Crystal	2304	Armacup	2,184	1,222	885	-	77	-	-
19-Mar-23	Lapis Arrow	73A	MOL	1,400	300	920	30	150	250	661
21-Mar-23	Hoegh New York	138	Hoegh	600	500	-	-	100	-	-
22-Mar-23	New Century 2	177	TFS	1,700	800	870	-	30	-	-
24-Mar-23	Trans Future 7	142	TFS	2,000	1,300	670	-	30	200	-
25-Mar-23	Tannhauser	EF301	WWO	799	623	-	-	176	-	-
26-Mar-23	Hoegh Shanghai	105	Hoegh	600	500	-	-	100	-	-
28-Mar-23	Traviata	EF302	WWO	324	161	-	30	133	-	-
			Total	24,452	13,301	8,065	1,630	1,456	967	1,646
1-Apr-23	Dream Angel	33	TFS	2,400	600	970	800	30	-	-
2-Apr-23	Trans Future 5	146	TFS	2,000	1,300	670	-	30	-	800
2-Apr-23	Crystal Ace	93A	MOL	1,800	1,750	50	-	-	-	-
4-Apr-23	Andromeda Spirit	TBA	MOL	2,800	1,400	1,400	-	-	300	-
8-Apr-23	Tulane	EF303	WWO	442	305	-	30	107	-	-
12-Apr-23	Hoegh Asia	166	Hoegh	600	500	-	-	100	-	-
13-Apr-23	Hoegh Berlin	120	Hoegh	600	500	-	-	100	-	-
16-Apr-23	Tonsberg	EF304	WWO	704	475	-	30	199	-	-
17-Apr-23	Paglia	2305	Armacup	2,390	1,400	900	-	90	-	-
18-Apr-23	Orca Ace	TBA	MOL	1,800	1,750	50	-	-	300	-
20-Apr-23	TBN1 (Japan)	TBA	MOL	2,100	1,050	1,050	-	-	300	-
21-Apr-23	Viking Passama	2357	Armacup	2,390	1,400	900	-	90	-	-
25-Apr-23	Oberon	EF304	WWO	676	550	-	30	96	-	-
28-Apr-23	Palmela	TBA	MOL	1,800	1,750	50	-	-	-	-
			Total	22,502	14,730	6,040	890	842	900	800

VIRM Review Discussion Document Reminder

A big thank you to everyone who has already responded to our email about the proposed changes to the Repair VIRM, and the discussion document we emailed through on 21 February 2023.

And now, a friendly reminder to those of you who haven't been able to get back to us yet - we'd really like to hear from you.



It's very important to have your say on this, as it affects the future structure of the Repair VIRM - which needs to be the best it can be for the guys who use it, and that's you.

If you can please send us an email with your thoughts and ideas to info@repaircert.nz by the end of next week, 17 March 2023, that would be great. This can be as simple as just a couple of words, so we know if we are on the right track. Thank you! ■