

REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry



UPDATE No. 30 | 4/03/2024

2024 RepairCert NZ Training Roadshow: Where and What

As promised, here's the updated information for the upcoming RepairCert NZ Training Roadshow in April (click on the venue name to go to their website).

CHRISTCHURCH

Date: Tuesday, 09 April 2024 | **Time:** 8:30am - 5:00pm

Venue: [Airport Gateway Motor Lodge](#), 45 Roydvale Ave, Burnside.

PALMERSTON NORTH

Date: Monday, 15 April 2024 | **Time:** 8:30am - 5:00pm

Venue: [Coachman Hotel](#), 140 Fitzherbert Ave, West End.

NORTH AUCKLAND

Date: Wednesday, 17 April 2024 | **Time:** 8:30am - 5:00pm

Venue: [Northridge Country Lodge](#), 379 Wainui Road, Silverdale.

HAMILTON

Date: Thursday, 18 April 2024 | **Time:** 8:00am - 5:00pm

Venue: [Classics Museum](#), 11 Railside Place, Hamilton.

Thank you to everyone who has confirmed whether or not they can make it - and (nag, nag, nag), at time of writing, there's about 16 of you we are waiting to hear from. If you need another email/booking link, please let us know by email at info@repaircert.nz. ▶

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 visit www.repaircert.nz

RepairCert NZ Training Roadshow **AGENDA**



- 8:30 am Foundation Principles**
- What is a Repair Certifier responsible for?
 - How long is a Repair Certifier responsible for a repair certification?

Recording and Reporting Errors

- Certifier Performance Report (CPR).

9:45 am Break

- 10:30 am Most appropriate Repair Methods**
- OEM Information.
 - Repair Industry Information.
 - Best-practice.

12:30 pm Lunch

- 1:00 pm Most Appropriate Repair Methods**
- OEM Information.
 - Repair Industry Information.
 - Best-practice.

3:00 pm Break

- 3:15 pm Water-damaged Vehicles**
- GRIF.
 - Repair Certifier Category.

Pre-1990 Repair Certifier Category

What does a good inspection look like?

5:00 pm Finish

Note: It's early days, and the above may change as we continue to develop content. ■



Introducing New Repair Certifier

Chris Muollo

Welcome to Chris Muollo, a newly appointed Repair Certifier in Nelson.

“ Hi, I'm Chris, and I've recently joined the Repair Certifier family.

A bit about me; I played a lot of rugby from a young age - and all through my school years. When I was 12, we moved from Hamilton down to Nelson and after passing NCEA level 1, I left school at the age of 16.

I passed my driver's licence the day after my 15th birthday, and when I left school, I had the great idea to be a builder, so I did a pre-apprenticeship one year building course at Polytech (NMIT). But... after passing my full licence, the car scene and girls etc., came along, and I found being a builder just wasn't me. I tried a few different jobs, drain laying, road construction, worked in a sawmill, and also did powder coating for a couple of years. ►

I had always been into cars, trucks, and most things with wheels really. In my spare time, I was doing up a project car - an 83 Starlet with a 12a rotary which I quite enjoyed - and I thought, why not do this sort of thing full time? I rang around a few paint and panel shops in Nelson until Collision Centre Richmond (they specialise in good size smash repairs/insurance work) gave me a shot in 2009. They signed me up to do a 3-year apprenticeship which led to me being qualified, shop foreman, and now shop manager/estimator.

The reason I decided to be a Repair Certifier is that I see it as a way to keep learning and growing, as well as getting out and about, meeting new people, and putting my knowledge to good use by helping them get their vehicles repaired to a safe state to be back on NZ roads.

When I'm not mucking round with cars, I'm usually hanging out with my 12-year-old son, biking, or trying to hit balls round the golf course.

I don't mind a coffee and a chat so hope to catch up with some of you in the near future - Cheers! ■



File Reviews



Perry has been sitting at his desk diligently carrying out File Reviews (amongst other things) since he came on board at the end of November last year, and has a few comments to pass on:

“ My first several months with RepairCert NZ have been quite a learning curve. The majority of the Repair Certification Files that have been reviewed and closed have been very good, with all the relevant documents and images uploaded to SharePoint - plus the way the files are uploaded to SharePoint makes for easy navigation.

We have weekly Teams Meetings with the NZTA COs where we discuss any issues with the Repair Certification Files such as repair methods and/or any other matters that come up from the File Reviews. The conversations are very constructive which in turn allows for a well-balanced outcome and conclusion (one of our mottos is 'Don't make a decision in isolation.') I believe these meetings/discussions are very beneficial not only to RepairCert NZ and NZTA but also for the Repair Certifiers.

There has been a recurring theme with misunderstanding some of the VIRM requirements, especially around Damage and Ban Flag Removals. As the VIRM is not always easy to navigate, it is important to read it carefully, along with the instructions on the LT308 - which is your 'Statement of Compliance' (remember Border and Entry also look at the Repair Certification Files). If you have any questions, please get in touch with us at the RepairCert NZ office, we are more than happy to help.

Also, there have been a couple of questions that have been coming up quite frequently:

■ **Why do all of the boxes on the forms need to be filled out or ticked?'**

The forms need to be fully completed so it is clear that everything has been covered off - a blank space could indicate information is missing, or something has not been checked.

■ **Why do certain processes have to be followed?**

To ensure consistent repair certification outcomes, and that the objective of Land Transport Rule, Vehicle Repair 1998 is maintained:

'The standard for repair is that the vehicle, its structure, systems, components or equipment, must restore the damaged or worn vehicle, structure, system, component or equipment so that they are within safe tolerance of the state of the vehicle, structure, system, component or equipment when manufactured.'

Keep in mind that the Repair Certification Files and File Review records could come under scrutiny to reconcile a dispute. Therefore, should the Repair Certification File be well-detailed with all processes followed and completed, this in turn will make for a positive outcome should the occasion arise. ►

It's good to see the Repair Certification Files that cross my desk are improving, and while we all know minor mistakes can still happen, when an issue starts popping up frequently, it's worth mentioning because it will save you (and us) time if things are done correctly from the get-go. Here are some reminders based on what I've been seeing lately:

3D Measurement

Sufficient data points measured and measured within the damaged/impacted areas.

Documents/Reports

Where required, a VIN number is included, the document(s) are signed, and an explanation is provided if the information is out of specification.

Images

Provide good quality images during the different stages of the repair process; leave out unnecessary images (uploaded into separate, categorised folders).

LT308

Include detailed information when completing the description of structural damage and repair schedule sections.

SharePoint New 'Repairs Document Set'

Tick all the relevant boxes (don't forget 'Stolen/Recovered', which is sitting below the 'Reviewer' box - NZTA are working on moving it to a better place).

Damage & Border Flag Removal

Keep in touch if you are unclear on the criteria for removing these.

Declaration Forms

Filled out correctly, with all relevant boxes ticked or NA entered.

LANDATA Notes

Need to be entered within 24hrs (or an 'Unable to Enter Notes' form completed and sent to NZTA - see an article further on relating to how to fill this form out).

Repair Certification Files

All requirements are met, with relevant notes and documents included (*don't forget, there's a handy checklist to help with this in the Repair Certifier's area of the [RepairCert NZ website](#)*).

Trammel Measurement

Relating to the areas/sections/damage being inspected and or repaired. Contact RepairCert NZ if you would like a copy of a trammel measurement sheet. ■

Unable to Enter Notes into LANDATA

The main reason Repair Certifiers are unable to enter notes into LANDATA every now and then is due to the vehicle details not being present in the system. That being the case, it is important that all sections in the 'Vehicle Attributes' part of the 'Unable to Enter Notes into LANDATA' form are completed in full before sending the document to NZTA.

A copy of the form is available to download in the Repair Certifier Area of the [RepairCert NZ website](#). ■



Give Us Your Feedback

We'd be happy to hear from you at info@repaircert.nz




Firstly, thank you to everyone who is uploading their Repair Certification Files into SharePoint quickly – there’s not many Repair Certifiers who are playing catch-up, which is great. We understand it is not always possible to do this due to circumstances outside of your control, and if that’s the case please let us know so you are not chased for them unreasonably. We are well aware that life’s not always straight forward.

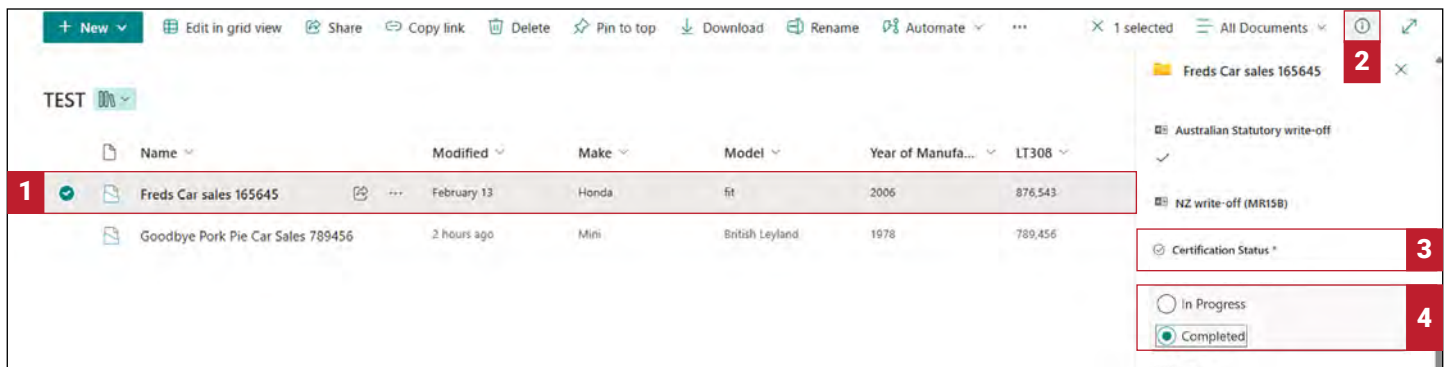
NOTE

Entering LT307/LT308 numbers in full (and making sure they are correct) when you are completing a new ‘Repairs Document Set’ in SharePoint will help when repair certifications are being matched up with the NZTA LT308s presented at Entry. Otherwise, on comparison it will look like the Repair Certification File hasn’t been uploaded.

Certification Status - In Progress and Completed

With the option to upload Repair Certification Files into SharePoint part way through as ‘**In Progress**’, it is important to remember to go back and change the Certification Status to ‘**Completed**’ once the repair certification is finalised.

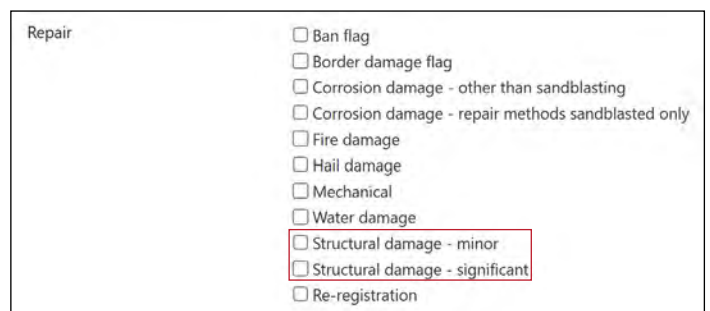
1. Select the file by clicking to the left or right of the file name.
2. Click on  to access the file information menu.
3. Scroll down to ‘**Certification Status**’.
4. Click on ‘**In Progress**’ and select ‘**Completed**’.



Your change will be saved automatically - to check, click on  again to close the drop-down menu and scroll over to the Certification Status column.

New ‘Repairs Document Set’ Clarification

- The ‘**Structural damage - significant**’ box should be ticked for replacement of any weld on panels and/or any chassis alignment/suspension repairs.
- The ‘**Structural damage - minor**’ box should only be ticked for an outer panel repair. ■



If you don’t access SharePoint very often, please remember to log in a couple of times a month to avoid your account being deactivated.

If you do forget to log in and your account is deactivated, send an email to info@repaircert.nz, and we will ask NZTA to get you up and running again.

NOTE: Reactivation takes a while, and it will be several hours before you will be able to access your account.



Expert diagnoses when it is needed

[read more](#)

Collision Repair



Massive collision expo adds to its 'electrifying' opportunities

[read more](#)

Collision Repair



Clearing up the confusion about weld through primer

[read more](#)

Collision Repair



It's well worth a look if you can make it, click on the logo to go to the AAA Expo website.



11 - 13 APRIL 2024

MELBOURNE CONVENTION & EXHIBITION CENTRE

THU 10am - 5pm | FRI 10am - 6pm | SAT 10am - 4pm

Disclaimer: The links we have provided are to websites we think will be of interest to you. RepairCert NZ does not endorse or guarantee the accuracy of any linked content and is not liable for any consequences resulting from the use of information obtained from linked websites. ■

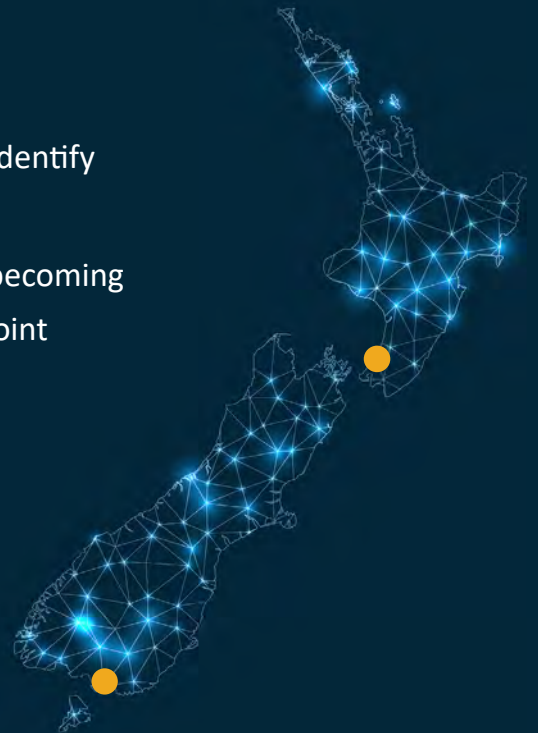
Repair Certifiers Needed

We know that Repair Certifiers are in the best position to identify the next generation of Repair Certifiers.

So, if there is anyone you know that may be interested in becoming a Repair Certifier in any of the areas listed below, please point them towards the 'Become a Repair Certifier' page on the RepairCert NZ website. The page has plenty of useful information, and the list of areas where Repair Certifiers are needed is updated regularly.

Repair Certifiers are needed in the following areas:

Pre and Post-1990 Vehicles | Invercargill and Kapiti



Vehicle Import Forecast

February and March 2024 (as at 09/02/24)

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

ETA	Vessel	Voy	LOP	Vehicles Discharge					Load	
				Total	New	Used	T - Ship	OWV	Export	T-Ship
1-Feb-24	Trans Future 3	286	TFS	1,262	485	747	-	30	1	138
3-Feb-24	Viking Passama	2378	Armocup	280	280	-	-	-	-	-
8-Feb-24	Venus Spirit	74A	MOL	2,212	395	1,443	260	114	16	177
9-Feb-24	Trans Future 5	151	TFS	628	568	48	-	12	60	21
11-Feb-24	Gracious Ace	92A	MOL	573	123	16	366	68	-	-
12-Feb-24	Hoegh Berlin	124	Hoegh	401	243	1	-	157	32	-
13-Feb-24	Grand Quest	24GQ01	Polaris	1,671	1,671	-	-	-	-	-
15-Feb-24	Hoegh Target	50	Hoegh	750	600	-	-	150	15	-
16-Feb-24	Luna Spirit	159A	MOL	1,890	422	1,394	-	74	300	406
17-Feb-24	Dream Angel	41	TFS	1,870	505	1,265	-	100	-	-
21-Feb-24	Wisdom Ace	84A	MOL	1,300	1,250	50	-	-	-	-
26-Feb-24	Lady Rosebay	TBA	NCC	485	-	485	-	-	-	-
29-Feb-24	Oberon	EF324	WWO	690	546	-	-	144	-	-
29-Feb-24	Viking Paglia	2401	Armocup	2,326	2,143	95	-	88	-	-
			Total	16,338	9,231	5,544	626	937	424	742
3-Mar-24	Hoegh Trotter	40	Hoegh	750	600	-	-	150	-	-
4-Mar-24	Beluga Ace	TBA	MOL	2,500	1,250	1,250	-	-	300	-
6-Mar-24	Trans Future 7	149	TFS	677	430	237	-	10	-	-
6-Mar-24	Fujitrans World	325	TFS	1,100	500	530	-	70	-	-
10-Mar-24	Morning Lisa	EF401	WWO	576	499	-	-	77	-	-
11-Mar-24	Paganella	2402	Armocup	2,300	1,100	1,100	-	100	-	-
12-Mar-24	Grande California	TBA	Grimaldi	1,000	1,000	-	-	-	-	-
13-Mar-24	Liberty Ace	151A	MOL	1,300	1,250	50	-	-	-	-
13-Mar-24	Trans Future 3	287	TFS	830	400	400	-	30	-	-
26-Mar-24	Palmela	TBA	MOL	1,300	1,250	50	-	-	300	-
26-Mar-24	Turandot	2403	Armocup	2,300	1,100	1,100	-	100	-	-
27-Mar-24	Iris Ace	TBA	MOL	2,500	1,250	1,250	-	-	300	-
21-Apr-24	Venus Spirit	TBA	MOL	2,500	1,250	1,250	-	-	300	-
			Total	19,633	11,879	7,217	0	537	1,200	0