

# REPAIRCERT NZ UPDATE

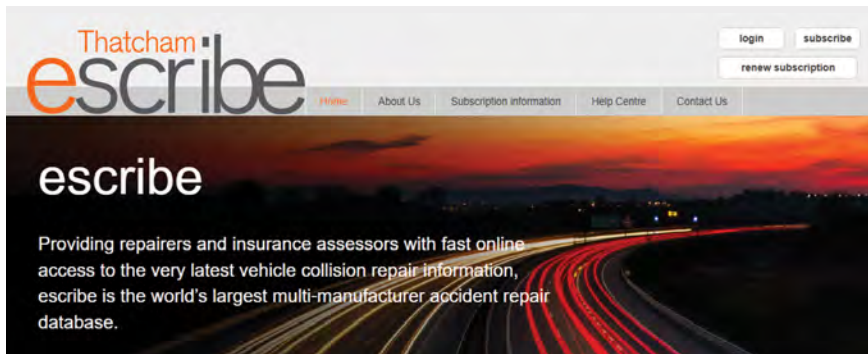
Supporting New Zealand's Repair Certification Industry



UPDATE No. 38 | 1/10/2025



REPAIRCERT NZ CONTINUES TO FUND THATCHAM SUBSCRIPTION  
**FOR ALL REPAIR CERTIFIERS**



In September 2023, RepairCert NZ negotiated a group Thatcham escribe subscription at a significantly reduced rate, and has since funded two 12-month subscriptions for all Repair Certifiers.

With Thatcham agreeing to hold the same rate for another year, RepairCert NZ is pleased to confirm that it will continue to fund the subscription for all Repair Certifiers for a further 12 months (to be reviewed again at the end of the subscription period).

RepairCert NZ encourages those Repair Certifiers who haven't been using Thatcham to give it a try. Many Repair Certifiers consider Thatcham to be a great resource, and wouldn't want to be without it. For those Repair Certifiers who haven't yet signed up for a Thatcham escribe subscription, email [info@repaircert.nz](mailto:info@repaircert.nz), and we'll add you to the list. ▶

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 visit [www.repaircert.nz](http://www.repaircert.nz)

## About Thatcham

Thatcham Research is a UK-based, not-for-profit organisation specialising in vehicle safety, security, and repair. Their eScribe system, introduced in 2013 for Australia and New Zealand, provides local support and repair methods covering over 80% of vehicles repaired in Australia - making it a great resource for Repair Certifiers, which should be used alongside I-CAR, and the RepairCert NZ Helpdesk. ■



## MTA & CRA PARTNERSHIP SHOP PROFILES



If you weren't already aware, the Collision Repair Association (CRA) officially became a chapter of the Motor Trade Association (MTA) in 2024. As part of this restructure, the MTA handed the responsibility for structural repair shop oversight over to the CRA.

- Category A shops are now called CRA Licensed Collision Repairers (previously known as Approved Structural Repair Centres).
- Being a CRA Licensed Collision Repairer means the repair shop is considered to be automatically compliant with all structural repair shop Category A criteria, including staff qualifications, equipment standards, and workshop processes.
- Shops holding this license are listed on the CRA website, and you can check a member repair shop on their Member Search page at [www.collisionrepair.co.nz/cra-search/](http://www.collisionrepair.co.nz/cra-search/). ■



## THE USE OF LASER TECHNOLOGIES

## FOR AUTOBODY CORROSION REMOVAL AND PREPARATION

### What's happening in this space?

Using a portable laser rust removal process to remove and prepare corrosion on metal surfaces, rather than the traditional methods such as sandblasting (and other blasting media) or mechanical stripping and cleaning, is being adopted by an increasing number of autobody repairers and corrosion control businesses across New Zealand.

### Industry Feedback and What We're Learning

Some of the feedback we've recently received from several business operators that have invested in, and are regularly using a laser rust removal system, has highlighted several areas of concern, namely:

- while the laser removal process consistently produces a high-quality finish on lightly corroded surfaces, it is less successful on more heavily corroded components - to the point that heavy rust pitting may not be completely removed; and
- there is a substantial risk of fire and collateral damage to the vehicle if the laser is not adjusted or operated correctly, particularly when it is used indiscriminately on combustible surface coatings such as body sealers, underseal, and sound deadener materials, as well as any substantial grease or oil deposits. ►



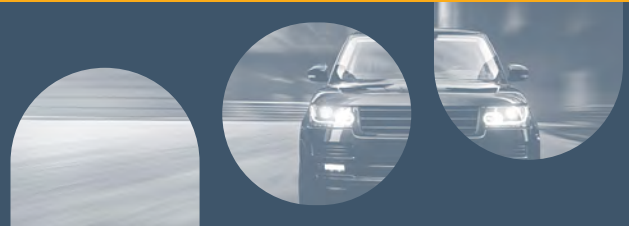
## Overview

Like many other aspects relating to corrosion, the laser rust removal process is not a 'one size fits all' solution for rust removal and preparation, and should be considered alongside other preparation methodologies, dependent on the application.

All technicians operating laser rust removal equipment should receive appropriate training, and demonstrate both knowledge of, and competence in, the machine's settings and operating procedures to minimise the risk of fire and the creation of collateral damage.

For more information on the advantages and disadvantages of using a laser rust removal system, see RepairCert NZ [Technical Bulletin # 02-2025 Corrosion: Surface Preparation](#). ■

Supporting New Zealand's Repair Certification Industry



### Second Hand Door Replacement

#### When was the last time you inspected a second hand door closely?

We've recently received several enquiries about late-model vehicles fitted with second hand doors that are missing door intrusion beams. This is a safety concern, because some imported second hand doors from overseas do not meet New Zealand safety standards.

REMEMBER

*Replacement parts must meet the same standard as the original.* ■

## REPAIR CERTIFIERS NEEDED

### Invercargill **Pre and Post-1990 Vehicles**

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, 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.





## OEM AND INDUSTRY INFORMATION

The 'Industry Information' section in the Repair Certifier Area has been renamed 'OEM and Industry Information', and now includes material provided by vehicle manufacturers and repair specialists.

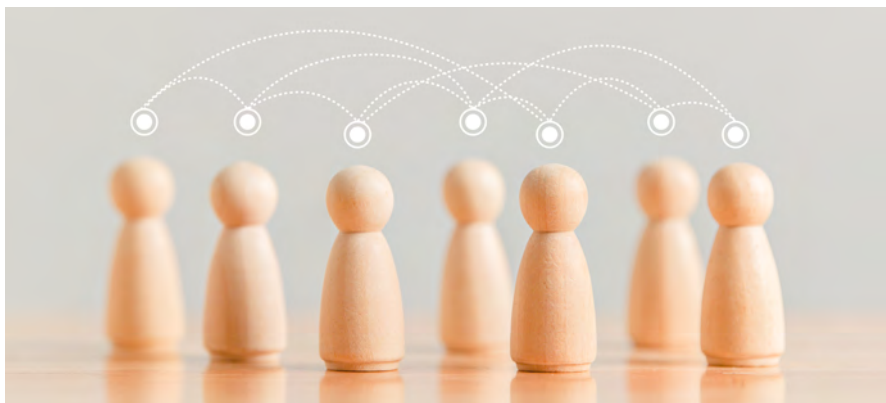
The content is organised by vehicle manufacturer, with each folder able to be filtered under five categories:

- Bulletins and Updates
- Cautions and Warnings
- General Information
- Position Statements
- Pre and Post Scanning



**Note:** none of these categories includes specific vehicle manufacturer replacement or sectioning procedures - this information should still be sourced from either the selected Vehicle Manufacturer's Information or Repair Industry information providers, such as I-CAR, Thatcham or Ezi-methods.

While a lot of important information is already available, the library will continue to grow as additional documents are added over time.



If you have any relevant information that you are able to share with other Repair Certifiers, please send it through to [info@repaircert.nz](mailto:info@repaircert.nz), and we'll add it to the database. ■

- Generic/General Repair Industry Information
- Abarth
- Alfa Romeo
- Audi
- BMW Mini
- Chrysler
- Citroen
- Dodge
- DS Automobiles
- Fiat
- Ford
- General Motors
- Great Wall Motors Haval
- Honda
- Hyundai
- Isuzu
- Jaguar Land Rover
- Jeep
- Kia
- Lancia
- Mahindra
- Maserati
- Mazda
- Mercedes Benz
- MG
- Mitsubishi
- Nissan
- Opel
- Peugeot
- Porsche
- RAM
- Rivian
- Subaru
- Suzuki
- Tesla
- Toyota
- Vauxhall
- Volkswagen
- Volvo



## Introducing New Repair Certifier Marty Lane

Our own Marty Lane has recently been appointed by NZTA as a Repair Certifier in Canterbury to certify vehicles and motorcycles. We expect Marty will be familiar to most of you, but you might not be so familiar with how he got to where he is today, so here's some of his story, from 16 to mumblemumble...

**“** *I'm a born and bred Cantabrian with nearly 50 years' experience in the auto body repair industry, starting with an apprenticeship at 16, which became a 9-year stint with Steels-SIMU Motor Services in Addington, Christchurch.*

*Throughout the 1980s and 1990s I ventured into the tertiary education sector, tutoring and developing training programmes for ARA and SIT.*

*I later made a three-year shift to motor assessment with State Insurance (in the days when it was a government department, before it morphed into IAG). For the following three years, I managed a start-up body shop, before establishing and operating my own small body shop for seven years.*

*After a marriage breakup, and becoming a solo dad to two young children, I sold the body shop, spending the next couple of years working part and full-time for several well-known collision repair shops. It was during this time I met the love of my life (now wife, and some would say partner in crime!), Sally. Shortly after we got together, I took up a full-time management role at Perfect Auto Body Ltd.*

*Nine years later, I went back to motor assessing with AMI Insurance, until the Christchurch earthquakes compelled us to move across the ditch to Melbourne for a year, where I worked as a Third-party Litigation Motor Assessor.*

*Returning to NZ in 2013, we set up MSL Consulting Ltd, which we operate to this day. From experience gained in Australia, MSL Consulting Ltd has worked with and consulted to the legal fraternity, NZ collision repair facilities, the Collision Repair Association, and been heavily involved with I-CAR, developing and delivering training programmes, weld test administration, and technical advice. From 2022, I've also been engaged by RepairCert NZ to provide technical services to the wider Repair Certifier community.*

*In recent years, Sally expanded our business to include events management, promotional and voice-over services, as well as working closely with a local classic car museum.*

*I enjoy a bit of mountain-biking, and repairing, modifying and road-racing classic and modern motorcycles across four race classes. I'm also an active member in our local LIONS group.*

*I think my background enables me to understand the needs of the repair industry, and I'm confident that I can offer professionalism, fairness, and a high-quality repair certification service. ■*





Here's another Quiz from Mike to test your knowledge - see how you get on.

**Q1. A previously repaired late model vehicle is presented for repair certification. Auction house photos clearly show right front suspension damage - what should a Repair Certifier do?**

- A. Request a wheel alignment.
- B. Request all parts invoices.
- C. Carry out a thorough visual inspection of any repairs.
- D. Have any original steering or suspension components (in the area of impact) that were not replaced during the repairs, disassembled and subjected to non-destructive testing to check for any damage.
- E. All of the above.

**Q2. A solid rear axle is two degrees out of specification - what should a Repair Certifier do?**

- A. Let it go as it is solid.
- B. Just write on the Wheel Alignment Report: 'Solid rear axle no adjustment.'
- C. Replace it.
- D. Try and straighten it.

**Q3. When either adhesive-bonding or weld-bonding, can the adhesive be applied over weld-through primer?**

- A. Yes - but only when STRSW spotwelding.
- B. Yes - but only when GMA-MIG/MAG welding.
- C. No - adhesives should never be applied over weld-through primer.
- D. Yes - adhesives adhere well to weld-through primers in all adhesive-bonding and weld-bonding situations.

**Q4. The difference between MIG and MAG welding is the type of electrode wire that is used.**

- A. True.
- B. False.

**Q5. Shop Profiles: How do I find out if an autobody repair shop is a Licensed Collision Repairer with the CRA?**

- A. Take the word of the shop owner.
- B. Check for a certificate on the wall.
- C. Check the CRA Website. ►


Q6.

**Shop Profiles: Does the MTA still have a structural repairer category?**

- A. No.
- B. Yes.
- C. Yes, only if they are longstanding MTA Members.

**Scoring**

Not one chocolate fish turned up at RepairCert NZ for incorrect answers to the last Quiz - we're impressed, but at the same time bitterly disappointed... ■



Q1. E. All of the above - if auction house photos show suspension damage, the Repair Certifier should request a wheel alignment, request all parts invoices, carry out a thorough visual inspection of any repair, and have any non-replaced steering or suspension components in the area of impact undergo non-destructive testing to check for any damage.

Q2. C. If a solid rear axle is two degrees out of specification, it needs to be replaced.

Q3. C. No - adhesives should never be applied over weld-through primer.

Q4. B. False - The difference between MIG and MAG welding is the type of shielding gas used (MIG stands for Metal INERT Gas and MAG stands for Metal ACTIVE Gas).

Q5. C. Check the CRA Website to find out if an anybody repair shop is a CRA Licensed Collision Repairer.


Q6. A. No, the MTA does not have a structural repairer category (only the CRA does).



TECHNICAL SUPPORT GROUP  
**NEW TSG MEMBER**

**Appointment | Tony Hall**

We are pleased to announce that Hawkes Bay-based Repair Certifier Tony Hall has agreed to join the TSG, to fill the gap left when Alex Jovanovic resigned. We're confident Tony will be up to the task, and welcome him on board. ■



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](mailto:info@repaircert.nz), and we will ask NZTA to get you up and running again.

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



## INDUSTRY NEWS & INFORMATION

### Could plugging back into the grid be the incentive EV buyers need?

Australian electric vehicle (EV) owners now have the option to return power to the grid, with a third energy company adopting this program, potentially offering new incentives for EV buyers.

[National Collision Repairer. Read more...](#)



### "I know it's good for me but...."

Although ADAS crash-safety systems - like collision warning and automatic emergency braking - are proven to reduce collisions, many drivers still disable them due to distraction or annoyance.

[National Collision Repairer. Read more...](#)



### Solid-state batteries could be in cars by 2030

Industry projections suggest that by 2030, solid-state batteries - with roughly 25% higher energy density - could boost a typical EV's range from 400 km to about 500 km, while also enabling faster charging and improved safety.

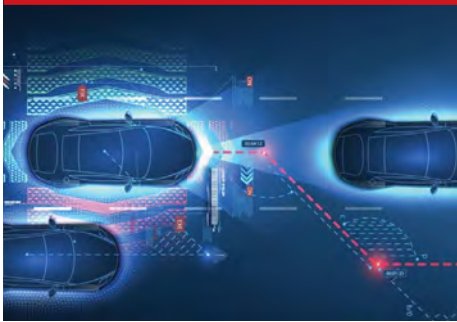
[National Collision Repairer. Read more...](#)



### Why precision is 'paramount' with ADAS systems

A new US study shows that even minor ADAS calibration errors can compromise safety and compliance, making precise calibration paramount after repairs.

[National Collision Repairer. Read more...](#)



### Mercedes Benz takes crash avoidance data to the next level

Mercedes-Benz is now tapping anonymised real-world data from customers' vehicles - capturing near-misses and sensor inputs - to fine-tune its crash-avoidance systems and boost on-road safety.

[National Collision Repairer Read more...](#)



### To calibrate or not to calibrate? The vital question

Looking at when a vehicle needs to be calibrated and why it matters.

[National Collision Repairer. Read more...](#)



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## VEHICLE IMPORT FORECAST



[Click here to view the latest NZTA Vehicle Import Forecast on the RepairCert NZ website.](#)