

REPAIRCERT NZ UPDATE

Supporting New Zealand's Repair Certification Industry

UPDATE No. 32 | 6/06/2024

SPOTLIGHT EUROPEAN MOTOR DISTRIBUTORS AUDI A7 CUTAWAY VEHICLE

On Show at the Porirua Offices of LVVTA & RepairCert NZ



How It All Came About

RepairCert NZ initially reached out to Mason Lee, the Approved Collision Network Development Manager at European Motor Distributors (EMD) in August 2022, after we attended an EMD ADAS presentation at Gazley Motors that featured this apex collision repair training tool. ►

Pg 1 European Motor Distributors Audi A7 Cutaway Vehicle - On Show at the Porirua Offices of LVVTA & RepairCert NZ

Pg 4 2024 RepairCert NZ Training Roadshow - Round One Done & Dusted

Pg 5 Technical
■ At Last - Something for Motorcycle Repair Certifiers!!

Pg 7 The Importance of Trusted Outworkers

Pg 8 Technical Support Group
■ Resignation / Appointment

Pg 8 Industry News

Pg 9 Vehicle Import Forecast

 visit www.repaircert.nz

Like everyone else who has seen this vehicle in the flesh, we were in awe of not only the professional way the vehicle was presented, but also how it graphically describes the latest developments in both unitary construction technologies and advanced electronic systems that Audi (and many other vehicle-makers) are including in their new-generation platforms.

When we originally contacted Mason, we were seeking permission to use and share any imagery and information EMD had available for the Audi with the wider Repair Certifier community. Mason not only gave us his permission, but went one better, by offering to make the vehicle available for us to use at some stage in the future, when it wasn't required for other training duties.

For many reasons (read that as there's always lots of other issues that require our attention!), it's taken until now to bring this about, but the Audi is now proudly on display in our showroom and will be with us for the next couple of months. ►

European Motor Distributors Audi A7 Training Vehicle

Overview

Like its predecessor, the body of the A7 (type 4K) is a composite construction using various materials. In addition to various grades of steel, die-cast aluminium is used for the front suspension turret and for the node castings on the rear roof frame. An aluminium reinforcement plate is located on the D-pillar.

The bumper carriers with crash boxes, the body brace and reinforcement struts on the underbody are manufactured from extruded aluminium profiles and the attachments from sheet aluminium.

The upper shell of the rear roof frame is made of a new type of steel/plastic composite material.

The main joining technologies used are (for steel) spot welding and laser welding on the small panel, laser soldering on the roof/water channel and (for steel aluminium composite materials) punch riveting with adhesive bonding.

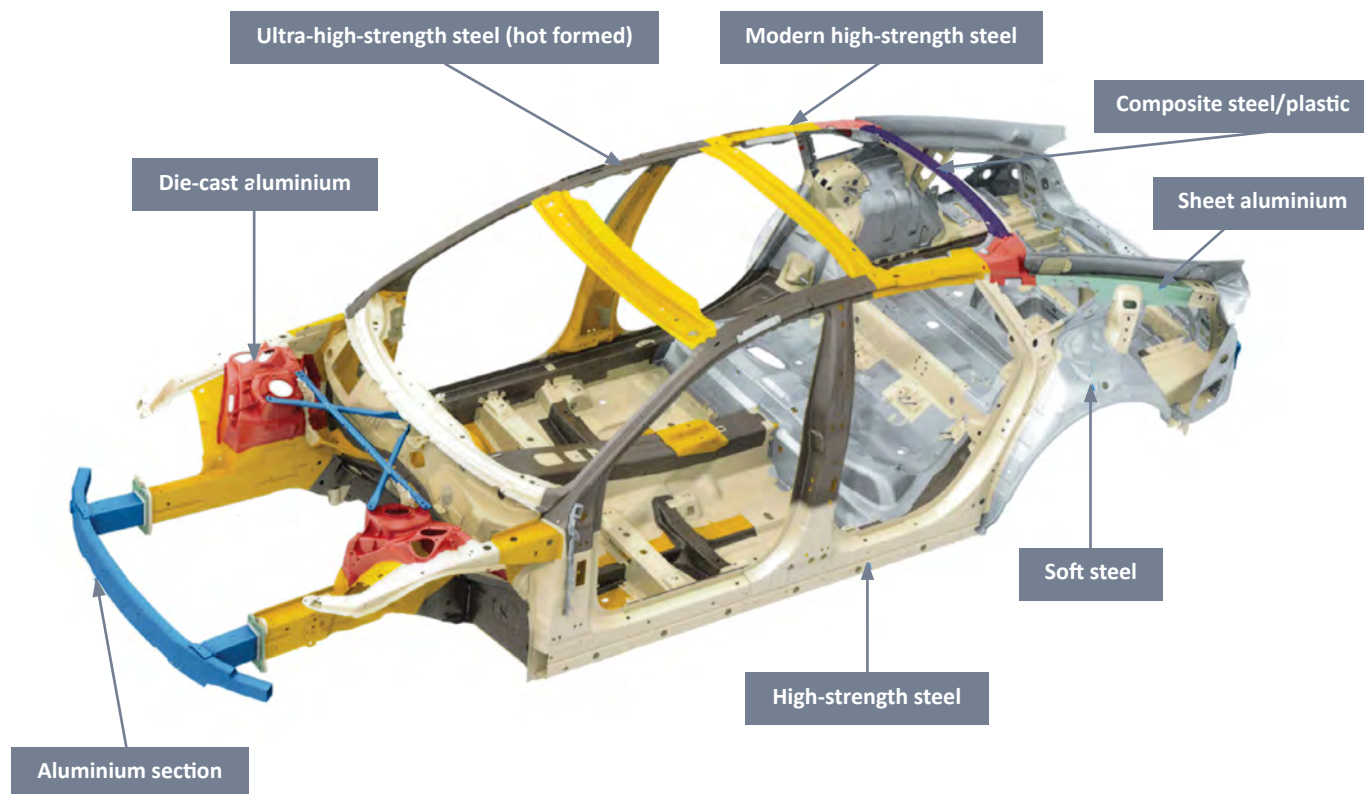


Diagram provided by EMD

Now That It's Here

There has been a huge amount of interest in the Audi since it first arrived several weeks ago, and it is a major talking point with virtually everyone that visits the RepairCert NZ or LVVTA offices.

We're very appreciative of everything Mason and European Motor Distributors have done for us, and their ongoing support of the wider collision repair industry - the RepairCert NZ team would also like to say a big thank you to EMD for taking us on a guided tour of their distribution centre when we were in Auckland recently. We're looking to return the favour when Mason and Douglas Blair (General Manager of EMD Parts and Distribution) are next in the Wellington region.



A Few Words from Mason

“European Motor Distributors unveiled the Audi A7 cutaway car, as a unique educational resource designed to provide insight into the inner workings of the vehicle body composition. This innovative display exposes the intricate details of the vehicle's inner shell, showcasing the different types of materials used in the production of the Audi A7. Developed as a comprehensive educational tool, the A7 cutaway car serves as a valuable resource for the entire collision industry in New Zealand. It offers technicians, students, and enthusiasts alike the opportunity to gain a deeper understanding of automotive engineering and repair techniques of the Audi A7. With its detailed anatomy on display, the Audi A7 cutaway car promises to elevate standards and knowledge within the industry, fostering excellence in vehicle maintenance and repair. ■

**DON'T
FORGET!**

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 Waka Kotahi to get you up and running again.

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

2024 RepairCert NZ Training Roadshow Round One Done & Dusted

We've just wrapped up our recent Repair Certifier Training Roadshow, with sessions held in Christchurch, Palmerston North, Hamilton, and Auckland. This round of training was developed based mostly on feedback from Repair Certifiers and issues identified during the File Review process. The biggest part of the day was dedicated to providing information on determining the most appropriate repair methods to apply in different situations (presented by Marty), followed by Mike going over the File Review/error recording and reporting processes, and working through examples of the types of photographs that are needed in Repair Certification Files. Part of each session also covered important operational details to keep everyone up to date on the latest developments, and introduced some new technical documents developed by RepairCert NZ.

We'd like to thank all of you who attended and contributed to the success of the Roadshow. We also appreciate those of you who provided feedback (both good and not so good). While we can't please everybody, we really appreciate your honesty in letting us know what you think - your input is vital in helping us deliver necessary training in the most effective way, that works for as many of you as possible. While the feedback was mostly positive, attendees also mentioned they'd like more time to discuss each topic and were keen to be more involved (less like a classroom), which was great - we plan to build these suggestions into upcoming Roadshows.

Overall, the active participation and responses we received are strong indicators that we are on the right track. Your commitment to improving the repair certification industry is clear, and we look forward to organising more events in the future. ■

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.

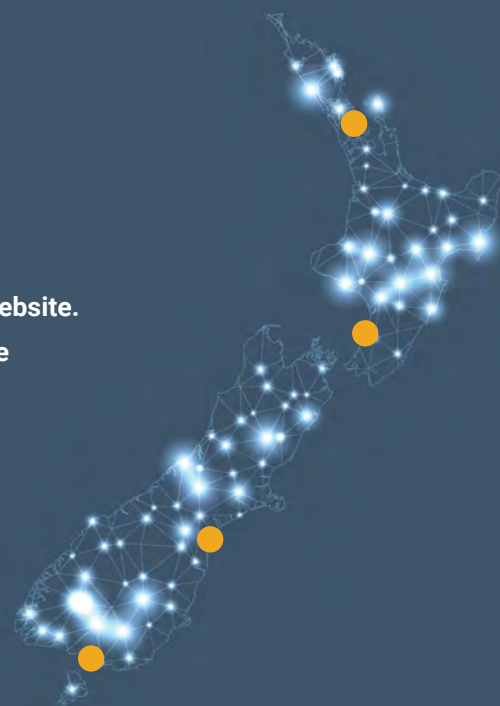
Repair Certifiers are needed in the following areas:

Auckland Motorcycles

Kapiti Pre-1990 & Post-1990 Vehicles

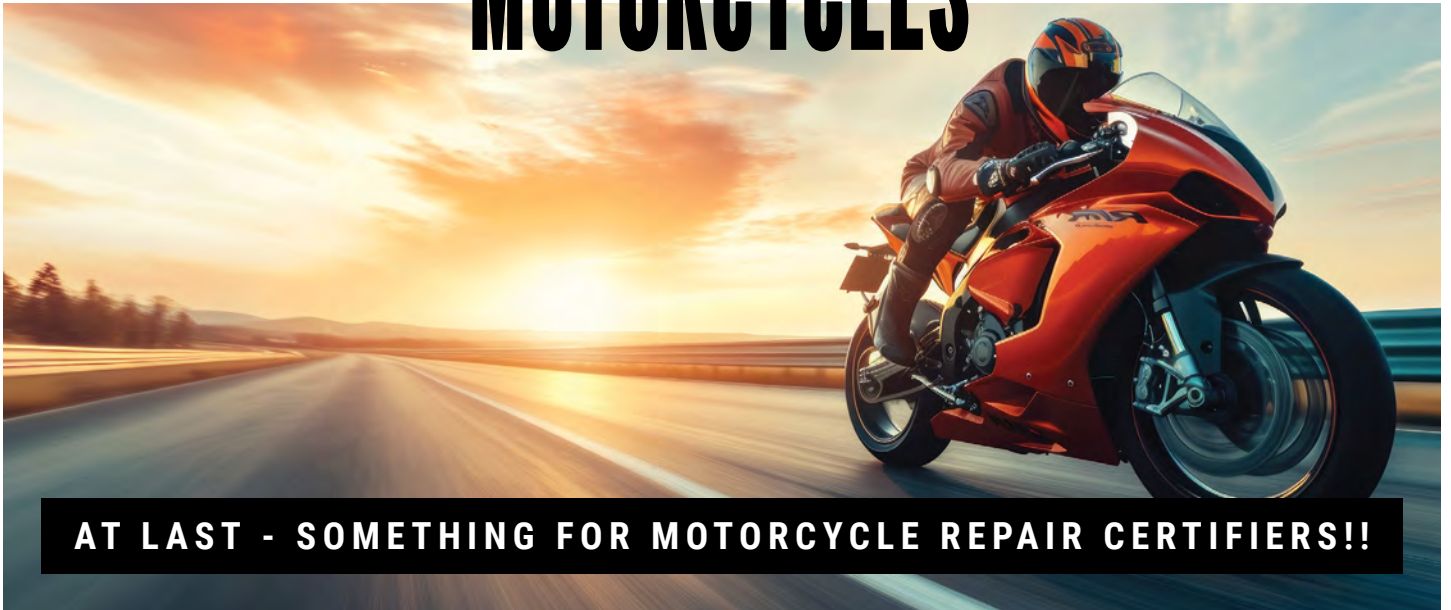
Timaru Pre-1990, Post-1990 Vehicles, & Motorcycles

Invercargill Pre-1990 & Post-1990 Vehicles





MOTORCYCLES



AT LAST - SOMETHING FOR MOTORCYCLE REPAIR CERTIFIERS!!

A Little Background

It would be fair to say that the specialist repair certification system primarily focuses on providing for the inspection and repair certification of cars and light commercials, with very few resources readily available that relate specifically to, or cater for, motorcycle repair certification.

Arguably, this has come about by the fact that year on year, motorcycle repair certifications only account for around 2-3% of all repair certifications nationwide. This very small market share certainly suggests it's the main reason there has been very little investment in motorcycle-specific technical information and training.



A Substantial Risk to Land Transport Safety

The lack of technical information and training for Motorcycle Repair Certifiers is both a shame and of major concern, as sub-standard motorcycle inspections that don't identify all of the damage (and/or repair certification decisions that are made without the appropriate knowledge) substantially increases the risk of a rider sustaining severe or life-threatening injuries. This risk is not so much from a collision event, but a result of poorly repaired motorcycles failing to operate or function correctly (as the manufacturer intended) when being ridden under normal everyday riding conditions. Think seized wheel and swingarm bearings, buckled wheels, braking malfunctions, low and high-speed steering instability from misaligned fork and frame geometry, compromised suspension/damping systems, and so on. In most instances, the failure of any of these components will cause the motorcycle to crash with the rider subsequently brought down.

Gathering the Knowledge Required

In recognising that many Repair Certifiers currently carrying out (or perhaps those that are wanting to carry out) specialist motorcycle inspections and repair certifications would benefit from any motorcycle-related resources, ►

RepairCert NZ are endeavouring to gather and share with the wider Repair Certifier community, motorcycle-specific topics of interest, articles, and general information, as it comes to hand.

What Can the Repair Certifier Community Do to Help?

If you have any motorcycle inspection stories or motorcycle-specific repair certification information that you think would be of benefit to the wider Repair Certifier community, and are willing to share with us, please contact the RepairCert NZ Helpdesk (phone: (04) 595 4755 or email: info@repaircert.nz).

As a Starting Point - Some Insight into Motorcycle Electronics Advancements

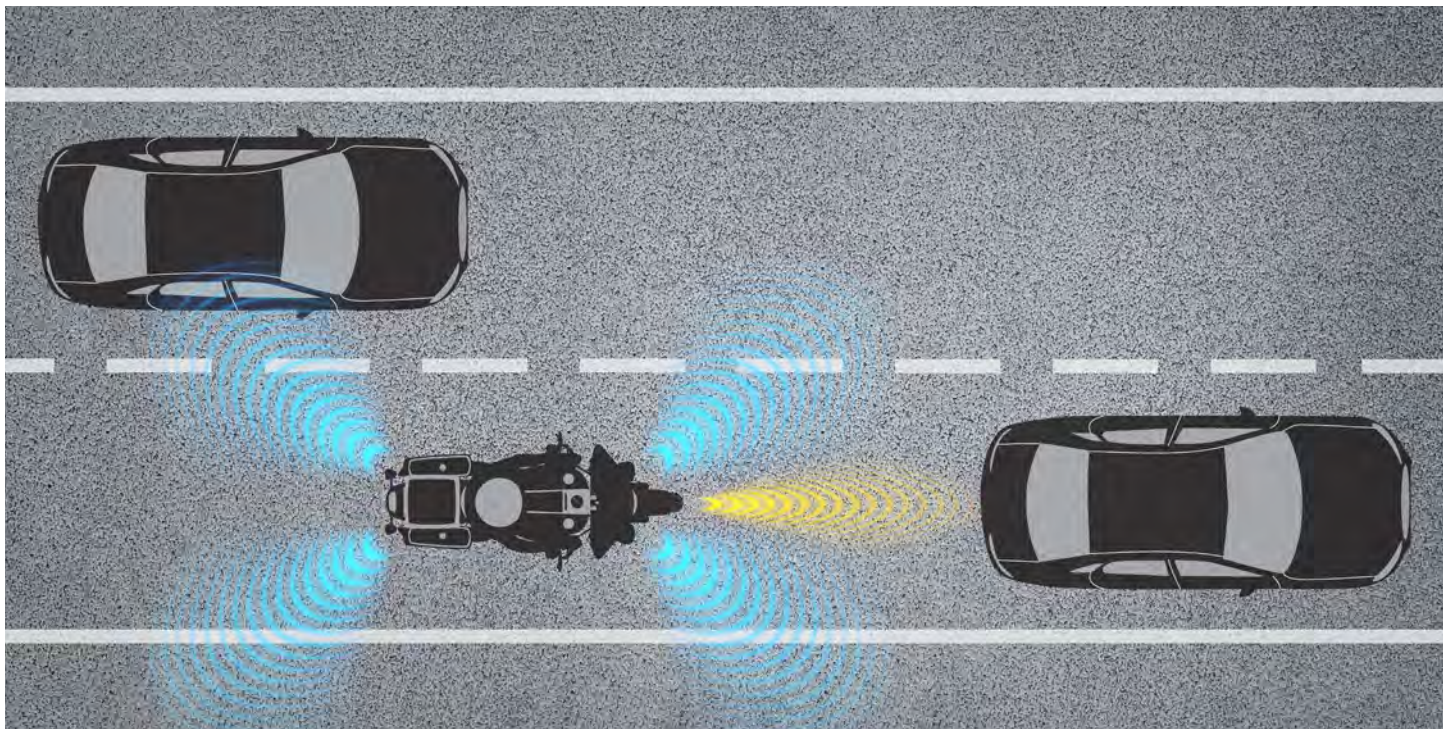
While Advanced Driver Assistance Systems (ADAS) have been an intrinsic part of modern car design and safety for some years now, it's only in more recent times that motorcycle manufacturers have introduced assistance systems technologies, and only on selected models. For motorcycles, these electronic features are called Advanced Rider Assistance Systems (ARAS).

The Current State of ARAS

The 2021 Ducati Multistrada V4S was the first motorcycle to be equipped with Adaptive Cruise Control (ACC) and Blind Spot Detection (BSD). Since that time, numerous other motorcycle manufacturers have introduced similar radar-based ARAS configurations into selected models.

Motorcycle ARAS is currently categorised as either 'Level 0' or 'Level 1' - in that the rider must constantly supervise (control) these assistance systems (must steer, brake, or accelerate to maintain safety).

Although ARAS technologies are still in their infancy, it's safe to speculate they will become more and more prevalent in the near future, so it's vitally important that motorcycle inspections and repair certifications identify any ARAS to ensure it is functioning as the manufacturer intended. At this time, the expectation is that any ARAS scanning and calibration requirements would be carried out by the appropriate dealership. ■



Give Us Your Feedback




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

The Importance of Trusted Outworkers

Repair Certifiers often rely on outworkers to handle specialised repair tasks that require technical knowledge beyond the scope of the Repair Certifier's expertise. This involvement of outworkers is a necessary and vital part of the repair certification process, contributing to the overall safety and compliance of vehicles on New Zealand roads.

Working with skilled outworkers allows Repair Certifiers to access a broader pool of technical knowledge and experience, with access to specialised tools and equipment not available to most Repair Certifiers.

Repair Certifiers must be satisfied their outworkers have the knowledge, experience, qualifications, ability, equipment, and facilities to carry out repairs thoroughly and correctly.

Basic Trusted Outworker Competency Checklist				
Knowledge (does the outworker know what they are doing)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Qualifications (is the outworker qualified to complete the work they are carrying out)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Certifications (is the outworker certified - if required - for the work they are carrying out)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Equipment (does the outworker have the equipment necessary to carry out the work)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Experience (does the outworker have sufficient experience to carry out the work)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
References (can the outworker provide references)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reputation (do you know anyone who has used the outworker, and can recommend them)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

While there are specific tasks Repair Certifiers must personally carry out themselves, they can also outsource certain activities to trusted outworkers, as below:

Work That Must Be Carried Out by the Repair Certifier	Work That Can Be Outsourced
Initial, intermediate, and final vehicle inspections	Auto electrician - electrical repairs/scanning/declaration
Take initial, intermediate, and final vehicle photographs	Glazier - glass replacement/declaration
Provide clear and concise repair instructions	Mechanic - mechanical repairs/declaration
Ensuring repairs are performed in accordance with approved methods and standards.	Wheel alignments
Reviewing documentation, ensuring all reports are in specification	3D measure
Completing the LT308	ADAS scanning and calibration



By using outworkers they know they can trust, Repair Certifiers can confidently certify vehicles, knowing that the repairs have been carried out in accordance with the Repair Certifier's instructions, and have been completed to a high standard in compliance with regulatory standards and safety requirements. ■



Resignation | Doug Ledbrook

It's been a while since we've included an article on the Technical Support Group (TSG), and unfortunately, we're starting this one with a goodbye to Doug Ledbrook, who has resigned from his position as a TSG Member.

During his time with the TSG, Doug brought a wealth of knowledge, experience, and expertise to the issues and inquiries that RepairCert NZ put before the group for discussion, and his contributions will be sorely missed.

Thank you, Doug, for everything you have done for RepairCert NZ, the TSG, and the wider repair community.



Appointment | Andy Trumper

Now some good news - we are pleased to announce that Andy Trumper has agreed to join the TSG, to fill the gap left by Doug. We are confident that Andy will be a valuable addition to the group. ■

Industry News

Independent repair shops face information limitations

[read more](#)

National Collision Repairer



The real cost of poor-quality repairs

[read more](#)

National Collision Repairer



Dealing with the steady rise of the 'plastic fantastic'

[read more](#)

National Collision Repairer



What is clean air technology worth to your workshop?

[read more](#)

National Collision Repairer



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. ■

Vehicle Import Forecast

May and June 2024 (as at 01/05/24)

- **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
3-May-24	Hoegh St. Petersburg	87	Hoegh	521	353	-	42	126	45	-
3-May-24	Venus Spirit	76A	MOL	2,078	564	1,350	85	79	2	619
5-May-24	New Century 1	187	TFS	561	-	561	-	-	25	-
7-May-24	Grand Quest	24GQ03	Polaris	664	664	-	-	-	-	-
8-May-24	Thruyton	THR024	Grimaldi	535	-	-	-	535	4	-
8-May-24	Fujitrans World	326	TFS	933	489	424	-	20	-	-
15-May-24	Luna Spirit	161A	MOL	2,100	1,100	1,000	-	-	300	-
15-May-24	Sunrise Ace	125A	MOL	1,050	1,000	50	-	-	-	-
17-May-24	Trans Future 6	150	TFS	130	-	130	-	-	-	-
17-May-24	Dugong Ace	45A	MOL	1,050	1,000	50	-	-	-	-
22-May-24	Viking Paglia	2405	Armacup	2,620	2,000	500	-	120	-	-
26-May-24	Arc Honor	EF405	WWO	1,128	983	-	-	145	-	-
26-May-24	Hoegh Tracer	48	Hoegh	700	550	-	-	150	-	-
27-May-24	Positive Pioneer	188	Oceanic	1,500	-	1,500	-	-	-	-
30-May-24	Trans Future 5	153	TFS	730	-	700	-	30	-	-
			Total	16,300	8,703	6,265	127	1,205	376	619
3-Jun-24	Hoegh Trader	173	Hoegh	700	550	-	-	150	-	-
3-Jun-24	Bergamot Ace	TBA	MOL	2,200	1,100	1,100	-	-	300	-
6-Jun-24	Tijuca	EF406	WWL	653	593	-	-	60	-	-
8-Jun-24	Dream Jasmine	34	TFS	1,000	500	500	-	-	-	-
10-Jun-24	Trans Future 5	153	TFS	730	-	700	-	30	-	-
12-Jun-24	Venus Spirit	TBA	MOL	2,200	1,100	1,100	-	-	300	-
20-Jun-24	Turandot	2406	Armacup	2,300	1,100	1,100	-	100	-	-
23-Jun-24	Leo Spirit	TBA	MOL	1,300	1,250	50	-	-	-	-
24-Jun-24	Trans Future 7	151	TFS	730	-	700	-	30	-	-
25-Jun-24	Hoegh Target	52	Hoegh	700	550	-	-	150	-	-
30-Jun-24	Ruby Ace	TBA	MOL	2,100	1,100	1,000	-	-	300	-
			Total	14,613	7,843	6,250	0	520	900	0