

achieved is when a diary is presented demonstrating that this has occurred, or you have inspected the vehicle during the course of repairs.

I cannot, and will not accept an argument from repairers that they were not aware of the need to provide a diary. There is sufficient information available on the website, *Service Tasmania* outlets and auction houses advising them of these requirements.

From this I can only emphasise the need for MBEs to use the diary as a means of being satisfied that repairs have been carried out to an acceptable standard. If this is not the case fail the vehicle until you are.

I have requested Transport Inspectors advise me of substandard diaries. From this I intend to discuss these deficiencies in the first instance with MBEs and the person presenting the vehicle for inspection. I will discuss diaries further as part of the scheduled audits later in the year.

On a lighter note a recent discussion with an MBE saw the need to accept a tax invoice (not an estimate) which describes repairs undertaken, parts used etc. as acceptable and can be used in the diary.

8. Reminder

AMBRIS Proprietors are reminded that they are responsible for and need to have their MBEs sign the attached "AMBRIS information bulletin" declaration signifying that they fully understand any new requirements or instructions in this bulletin. Sole

CONTACT DETAILS

If you have any comments or feedback on this issue or suggestions/information for future issues please let us know by emailing the editor, Russell Clark, at ambris@stategrowth.tas.gov.au or telephone (03) 6166 3271.

More information and relevant forms can be found on the AIS website at <http://www.transport.tas.gov.au/vehicle-inspections/ambris>

Proprietors still need to sign off the declaration.

9. Questions

If you have any questions about this bulletin contact the AIS Compliance Unit on 6166 3271.

10. Phone Numbers

AIS Compliance Unit

Russell Clark – Assistant Manager AIS Compliance
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0419 313 910 (M)

Karen Sames – AIS Officer

6166 3270 (W)

0419 378 174 (M)

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Refresher training bookings

6166 3272

Telephone Enquiry Service

1300 135 513

Defect notices

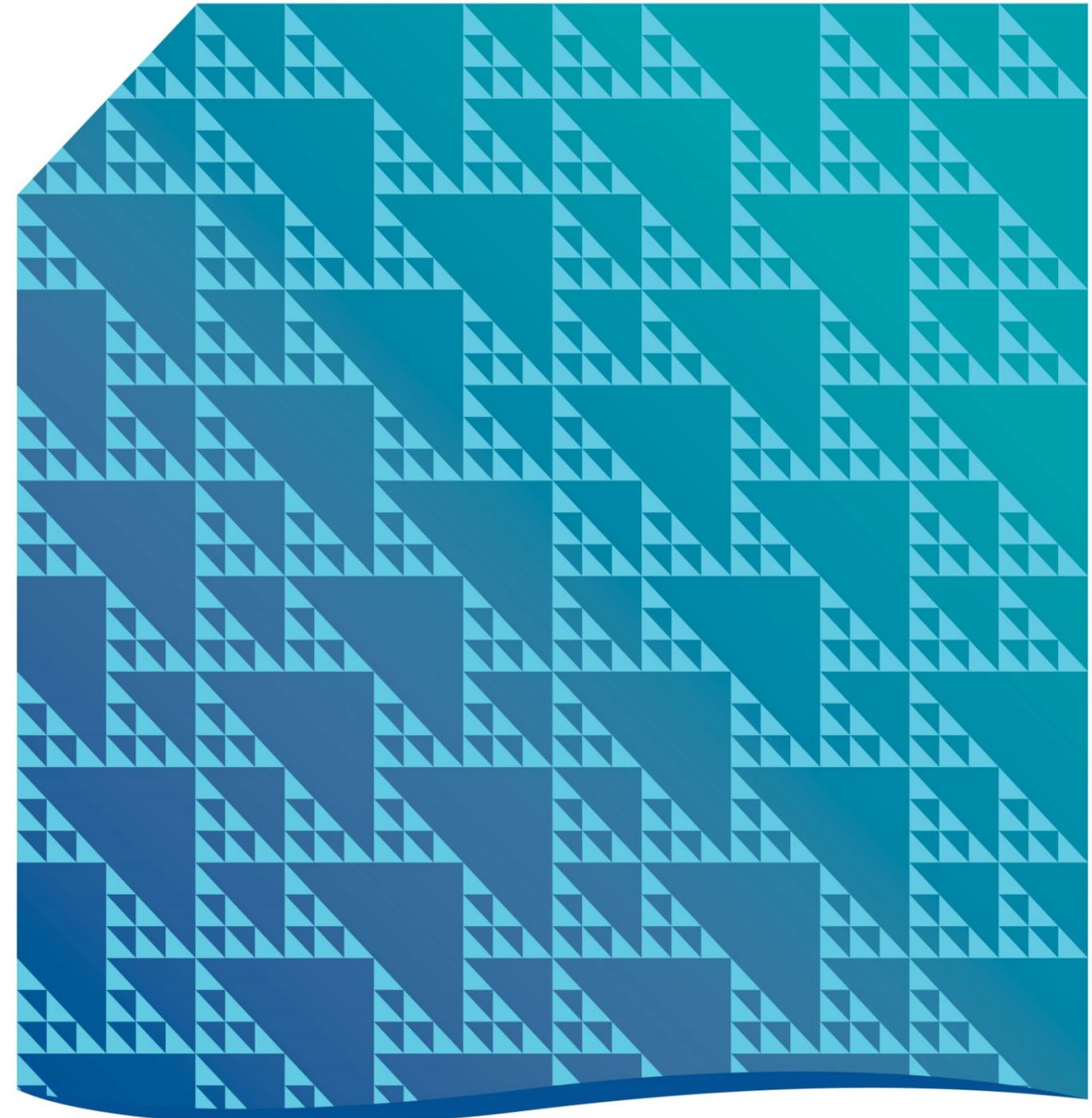
6166 3265

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1. Introduction

Welcome to the eight edition (issue 8) of the AMBRIS Information Bulletin.

I would like to welcome Finns Bodyworks into the AIS scheme as our latest AMBRIS in the North of the state. Welcome Gene.

2. Version 8 disk

Enclosed with this information bulletin is the version 8 AMBRIS disk for Proprietors to distribute to their Motor Body Examiners (MBEs). Proprietors are reminded to destroy their version 7 disk/s on receipt of the new disk/s.

Amendments to the disk include:

Chapter 2

- Amendments to AMBRIS 3, Notification of change of conditions form and AMBRIS 8, Order form for vehicle inspection checklist books

Chapter 4

- Instrument of Authority no longer issued to MBEs

Chapter 9

- Sample defect sticker replaced
- Completed sample defect notices replaced to reflect new defect notice
- Vehicle call in letter amended to reflect recent procedure changes in line with business rules
- Mailing address change for cleared defect notices

3. Scheduled audits 2015

You will recall in the last bulletin I was proposing to undertake scheduled audits during May and June. Unfortunately due to unforeseen circumstances I was forced to delay scheduled audits to a later date.

From this I will be conducting scheduled audits in late November early December. You will recall that I advised MBEs of deficiencies highlighted during the last audit period. From this I would expect to see a marked improvement in the filling out of checklist books. MBEs identified not complying can expect to be sanctioned.

In addition your AMBRIS information bulletin folders and signed declarations by Proprietors and MBEs signifying that they have read and understood the bulletin will be audited. It is expected that all signed declarations are filed correctly in the rear of the folder. If you are missing any bulletins feel free to contact me and I will forward a copy to you.

4. Refresher training

Refresher training was held in the three respective regions in June. I was

somewhat disappointed that not all MBEs elected to attend training.

The main topic of the night was twofold. Diaries and ways to better publicise the need to comply with our requirements.

Diaries continue to cause issues for both MBEs and Transport Inspectors. I will address these issues further in this bulletin.

I am currently looking at ways to better publicise diaries on our website. I hope to be in a better position in the new year to make changes to reflect issues discussed at the training.

5. Literature

I have recently amended and reprinted literature introduced since the introduction of AMBRIS, such as:-

- Written off vehicles brochure
- Repair diaries for written off vehicle inspections brochure
- RWO repair procedures sticker (for loss assessors)
- Fact sheet 1 – What to do if you have purchased a vehicle classified as a RWO
- Repair diary poster
- AMBRIS 5 and 6 SRS reports

If you require any of the above, with the exception of AMBRIS 5 and 6, please contact AIS Compliance Unit on 6166 3272.

6. Providing information from the MRS

You will recall at the training followed by an email to Proprietors I advised it is not appropriate for Proprietors and MBEs to

provide details from the MRS site you have access to outside parties, in particular “whether the vehicle requires bench testing”. I reinforce this policy, it is unfair to give preferential treatment to selected parties and will not be tolerated.

That said Registration & Licensing Services are currently looking at incorporating this data in “vehicle registration status” on the Departments website and will be available to anyone requiring this information, not just a selected few.

7. Repair diaries

I was hoping by now that repair diaries presented to MBEs and Transport inspectors would have met a standard that provides sufficient information to satisfy both.

It is disappointing to report that recent audits of diaries highlighted this is not the case, and far from it. Deficiencies identified include:-

- Photos of damaged vehicle from auction houses
- Lack of detail on repairs undertaken
- Photos of repairs undertaken, in particular a description of photos
- Invoices for purchase of parts and material

I repeat once again, I can appreciate and sympathize with MBEs that it can be difficult to inspect a vehicle that has been repaired and painted. However MBEs must be satisfied that the repairs have been undertaken that meets manufacturer’s guidelines or, to best industry practices. The only way this can