

9. Phone Numbers

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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@dier.tas.gov.au or telephone (03) 6233 5403.

More information and relevant forms can be found on the AIS webpage at
http://www.transport.tas.gov.au/vehicle_inspections/ambris



AMBRIS Information Bulletin

Issue 2

December 2012

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1. Introduction

Welcome to the second edition (issue 2) of the AMBRIS Information Bulletin. Officers of the vehicle Operations Branch would like to take this opportunity to wish all AMBRIS personnel and their families a very safe and prosperous Christmas and New Year.

2. Office closed

The Vehicle Operations Branch will be closed from 24 December 2012 to 2 January 2013.

If you require any information over this period please call the Assistant Manager AIS Compliance.

3. AMBRIS update

The AMBRIS scheme as a whole is running well. Thank you all for making this happen. There have been some teething problems that were expected. Repair diaries still cause us some concern which is addressed further in this bulletin.

We have been looking at and are addressing the following issues:-

MRS website

The MRS website will be updated in the

New Year, which will incorporate the following:-

- Two new sub headings will be added:
 - Air bags deployed Yes/No
 - Water immersed Yes/No
- The two new sub headings above will remind you whether or not certificates are required.
- If the vehicle has been classified as a RWO after 1 July 2012 the text “Repair Diary required” will be displayed below the written of date.

Version 3 Structural report

A version 3 structural report will be forwarded to all AMBRIS in January 2013.

Changes made are as follows:-

- A new field for defect notices where a defect notice clearance is required only.

Version 3 AMBRIS disk

An amended version 3 disk will be distributed to AMBRIS in February 2013.

4. Changes to damage codes

March 2013 will see changes to the assessment criteria of Statutory Written Off Vehicles (SWO). If the assessed vehicle has sustained damage to any three individual structural areas and/or supplementary restraints, it will be deemed to be a SWO.

There are five key changes:-

- Increasing the number of structural areas of the vehicle to be examined for potential evidence of impact damage from five to eight by adding the longitudinal rails, pillars, and Supplementary Restraint Systems (SRS) to the current categories of roof, floor pan, firewall, suspension and mechanical components.

• Substituting the current “volume of area-based” assessment with more specific indicators that the component has been subject to a significant structural load resulting in a fracture, cut, crack, buckle or fold.

- Requiring like areas of unconnected damage to select components (i.e. the pillars, floor pan, firewall, longitudinal rails and suspension) to be counted separately towards meeting the three count threshold for SWO status.

- Rationalising the water damage criteria by treating any immersion fresh, brackish or salt water consistently. Significantly lowering the point of inundation of the cabin at which the vehicle must be classified as a SWO to the level of the inner door sill.
- Providing greater clarity in respect of the level of fire damage or component stripping that would render a vehicle a SWO.

Enclosed in this bulletin for your information is a reference guide prepared by the National Motor Vehicle Theft Reduction Council detailing the damage criteria and damage codes.

5. Repair Diaries

As you are all aware there have been a number of issues with repair diaries, which is understandable. Areas of concern have been:-

- Owners have not been aware about the need to complete a repair diary.
- Not obtaining photos of the damaged vehicle from auction houses.
- Not providing receipts of purchase.
- Insufficient description of repairs.

- MBEs not requesting a diary when there has been minimal damage.

In September we reviewed repair diary policy and removed the need for AMBRIS to forward an electronic copy of the diary. However from this, we requested that MBEs on sighting the diary and on being satisfied with its content are required to stamp every page of the diary with the AMBRIS stamp acknowledging this as such.

It is important that we remain focused in ensuring that repair diaries are provided for all vehicles classified as a RWO after 1 July 2012. Remember a diary provides sufficient evidence to satisfy you that the vehicle has been repaired to the manufacturers repair instructions or best practice principles.

6. Proprietor/MBE training

I have been discussing mandatory Proprietor/MBE training with Bill Scully from the Tasmanian Skills Institute (TSI). It is proposed that all Proprietors/MBEs attend training between March-June 2013. Training will be over three nights in Devonport, Launceston and Hobart. As previously advised there is a cost for the course that is yet to be decided.

Training will mainly focus on the Procedures manual and repair techniques. You will be required to sit and pass a knowledge quiz at the completion of the training.

7. Reminder

AMBRIS Proprietors are reminded that they are responsible for and need to have their MBE's sign the attached “AMBRIS Information Bulletin” declaration signifying that they fully understand any new requirements or instructions in this edition of the bulletin. Sole Proprietors still need to sign off the declaration.

8. Questions

If you have any questions about this bulletin contact the AIS Compliance Unit on 6233 5401/5403.