

# VIRM: Border inspection of used imported vehicles amendment

1 October 2022 amendment preview

September 2022

## Change summary

Change	Pages affected
<p><b>Acid wash</b></p> <p>Vehicles that have had acid wash treatment are to be sent to repair certifiers for assessment.</p> <p>This change will stop potentially weakened vehicle structures from being passed into service without proper assessment.</p> <p>Additionally, we have introduced a new technical bulletin to assist border inspection organisations with information regarding the requirement to report a vehicle if it has signs of acid wash repair.</p>	<p><a href="#">Reference material 1: Guidelines for the detection of reportable damage on imported used vehicles (excl motorcycles)</a></p> <p><a href="#">Technical bulletin 4: Acid wash process on used imports</a></p>
<p><b>Administration</b></p> <p>A new section to assist with border inspection organisations with general administration.</p> <p>Note also that the subsections of reference material 2 have been split into individual pages. Other than the introduction of a new section (Reference material 2-3) the content has not been changed. Splitting the sub sections into their own pages reduces the amount of scrolling you have to do, and makes it easier to get to the content you want to read.</p>	<p><a href="#">Reference material 2-3: Border Inspection System administration and corrections information</a></p>

## Reference material 1: Guidelines for the detection of reportable damage on imported used vehicles (excl motorcycles)

### Repaired damage

A vehicle must be reported if signs of fresh repair, rust prevention, acid wash (see [Technical bulletin 4: Acid wash process on used imports](#)) or under-sealing to any part of the vehicle structure are evident.

## Reference material 2-3: Border Inspection System administration and corrections information

The following information is to assist Border Inspection Organisations (BIOs) new to the Border Inspection System (BIS). It provides quick administrative answers to some frequently asked questions.

### BIS system

A batch file is accepted into BIS excluding any errored records. Errored record should be corrected and sent in a new batch file.

- The same batch file will not be accepted twice, and the system does not accept duplicate records.

Occasionally you may have a second border inspection for the same vehicle or another vehicle using the same chassis number. For authority to load the record using an alternative chassis field, email [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz) providing the error message and the border inspection details for review. An alternative solution may be provided.

If copying and pasting data into a record, please ensure low value characters (usually @ \* ^ ~) are not included.

There are two uploads from BIS to LANDATA each day.

- Records received prior to 1:00am (NZ time) are uploaded to LANDATA at 6:00am (NZ time).
- Records received prior to 1:00pm (NZ time) are uploaded to LANDATA at 2:00pm (NZ time).

### Photos

Four photos can be loaded with the border inspection record. An additional four can be added to an existing record. If there are photos, keep them with your records as we can ask if they're needed.

For more information see [2-8 Adding additional images to an existing record](#)

Updated **NZTABusinessDataTypes.xsd** files are emailed when the Motor Vehicle Register (MVR)/LANDATA system tables have been updated. These files are provided to ensure that the information you load will be accepted into BIS and will also load into LANDATA. For example, a border inspection record loaded into BIS using an invalid make will load into BIS but not LANDATA. For example, Mercedes-Benz is correct but M/Benz and Mercedes Benz are invalid.

Included in the file are:

- ISO list of three-character country codes
- list of Ports
- list of border inspection sites
- makes

### Correcting errors to border inspection records

#### Inspection dates, importer names, ship names, or port of arrival

Send a copy of the border inspection checksheet to [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz) and we will update the LANDATA record.

#### VIN/chassis number recorded incorrectly

Advise the incorrect number to your customer.

Your customer (or the importer/owner) should provide the incorrect VIN or chassis number to a New Zealand entry certification agent. The entry certifier will verify the correct VIN or chassis number physically on the vehicle. If it's a chassis number, the agent can correct it. If it's a factory VIN and both the

incorrect and correct VINs are valid in LANDATA the entry certification agent will contact Waka Kotahi NZ to fix.

### **Make and/or Model**

This will be corrected by the entry certifier. They will inspect the vehicle and ensure the vehicle attributes that have been loaded into LANDATA are correct.

### **Damage flag set in error**

Send an explanation to [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz) and if appropriate we will remove the damage flag in LANDATA.

### **Damage flag not set**

Send the damage notes and photos to [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz). The damage flag and damage note will be added to the LANDATA record. The photos (up to eight) will be added to the BIS record. If there are numerous records requiring correction, an alternate process may be given.

### **Incorrect Odometer reading**

Email a photo of the odometer reading taken during border inspection and/or a copy of any paper-based documentation that shows the actual odometer reading recorded by the inspector to [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz)

If your documentation shows the recorded odometer reading and the customer (or the importer/owner) believes the odometer reading it's incorrect, they or their NZ entry certification agent should email the following to [frr@nzta.govt.nz](mailto:frr@nzta.govt.nz) for consideration:

- A copy of the entry certification checksheet, and
- Other official inspection documents (shipping and auction/sales documents are not appropriate) showing the odometer reading in the previous country of registration, or
- Documentation from a recognised NZ odometer specialist certifying that the odometer has not been tampered with and it's considered to correctly record the distance the vehicle has travelled at the time of inspection.

### **Where keying error can't be identified**

Where a keying error cannot be verified, the public display of odometer records can be suppressed. This is discretionary and based on risk and supporting documentation. If the information provided is not deemed sufficient, we will not change the odometer reading leaving it publicly available to allow the public to come to their own decision as to the vehicle's correct mileage.

Any other questions concerning the Border Inspection System (BIS) and the Motor Vehicle Register System (LANDATA), please email [borderchecks@nzta.govt.nz](mailto:borderchecks@nzta.govt.nz)

## Technical bulletin 4: Acid wash process on used imports

### Vehicle inspection requirements manuals reference

- [Reference material 1: Guidelines for the detection of reportable damage on imported used vehicles \(excl. motorcycles\)](#)

**Background** Acid washing is a treatment being used to repair corrosion in vehicles, in particular the underbody structure and components.

The process involves the use of a chemical mix containing an acid base liquid, phosphoric acid is commonly used, to remove corrosion and treat the metal area. The following photos show examples of visible signs of acid wash repair.



Visible signs of an acid wash repair include:

- The area has been cleaned and a clear topcoat, or no topcoat applied
- A white residue is noticeable in joints, seams, or coming through underseal/topcoats

- Corrosion is still visibly active in an area that has been treated

An area of metal that has not been acid washed correctly will continue to degrade within a short time and can be detrimental to the vehicle structure.

### **Application**

When visible signs of acid wash repair as described above are observed by an inspector at an entry compliance inspection the vehicle must be failed and referred to a Repair Certifier for assessment.

The threshold for requiring repair certification instructs 'A vehicle must be referred to a specialist repair certifier if signs of repair, rust prevention, acid wash or under-sealing to any part of the vehicle structure are evident'. The repair certifier will assess the repair and decide if it requires remedial work and a *Light vehicle repair record of certification* (LT308) issued, or if the repair is acceptable a *No repair certification required declaration – light vehicle* (LT307) issued.