

Written-off vehicle inspection requirements



Light Vehicles SA – Way ahead

Before purchasing a Written-Off Vehicle

This fact sheet provides important information that must be considered before repairing a motor vehicle that has been assessed and recorded as a Written-Off Vehicle (WOV). This includes sourcing of parts from a Statutory Write-Off (SWO) for the repair of a Repairable Write-Off (RWO).

These requirements are similar to other States and Territories. Department of Planning, Transport and Infrastructure (DPTI) cannot allow State specific concessions as this may result in a repaired written-off vehicle being rejected in another State or Territory. The ultimate intention is for consistent processes for managing motor vehicle body repairs nationally.

Introduction

Since 1 November 2004 all repaired written-off vehicles have been required to pass a comprehensive vehicle identity and roadworthiness inspection prior to being granted registration. This brought South Australia in line with the national guidelines for the management of Written-Off Vehicles developed by the National Motor Vehicle Theft Reduction Council.

What is a write-off?

Statutory write-off (SWO)

A SWO is a vehicle that has incurred severe structural or other damage or deterioration and is only suitable as a source of limited spare parts or scrap metal.

The criteria used to determine a SWO are contained in the *Motor Vehicle Regulations 2010* "Part 7 – Written-Off Vehicles".

Repairable write-off (RWO)

A WOVS is declared a RWO if it is deemed not to be a statutory write-off.

Written-off vehicle register (WOVR)

The register is a record of vehicle details that includes a description of the location and severity of damage sustained.

The Registrar of Motor Vehicles must be notified of the following type of Written-Off Vehicles:

- written-off vehicles that are less than 15 years of age and are:
 - a motor vehicle with a GVM not greater than 4.5 tonnes
 - a motor bike
 - a caravan
 - a trailer with a GVM greater than 4.5 tonnes

Further information

Call: Tier 3 team on (08) 8400 8764

Email: dpti.wovr@sa.gov.au

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Repairing a 'Repairable Write-Off'

The majority of written-off vehicles are reported by insurance companies for a variety of reasons, these include:

- fire
- hail
- impact
- malicious damage
- water (salt / fresh)
- major vandalism

All damaged vehicles must be repaired in accordance with the manufacturer's repair instructions, or if unavailable, best industry practice.

DPTI requires that the damage which caused the vehicle to be entered on the WOVR as a repairable write-off, must be repaired, restored or replaced. Accordingly, cosmetically damaged vehicles (for example a motorcycle with a scratched fairing or a vehicle with paint damage) must be repaired, restored or replaced in order to pass the Tier 3 inspection.

Any previous damage not recorded on the written-off vehicle register must also be repaired to manufacturers' standards. Written-Off Vehicles can not be modified or upgraded from manufacturer's build specifications during the repair processes.

The repairer is responsible for obtaining the manufacturer's guidelines from the manufacturer or an authorised dealer of the manufacturer prior to repairing the vehicle. Some manufacturers may charge for this material.

Other vital repair evidence requirements are:

- a) Photographs throughout the repair process. Required if the repairs to the vehicle included the repair or replacement of parts in the suspension, steering, or body structural members.
- b) An original wheel alignment report including track and wheel base measurements. The wheel alignment report must include all vehicle details i.e. VIN, registration number, make and model.
- c) For vehicles fitted with any form of Supplementary Restraint System (SRS) or airbag as fitted by the

original manufacturer, a report from an accredited agent that the SRS systems are complete and operational. The report must include all vehicle details i.e. VIN, registration number, make and model.

A *Supplementary Restraint System Report form - (MR 1419)* can be obtained from the DPTI website at www.sa.gov.au/vehicleregistration and must be completed by the vehicle manufacturer's agent/dealer

- Signatories on Impact Damaged vehicles - **MR 1419A**
- Authorised Manufacturers' Agents (impact damage) - **MR 1419B**
- Water Immersed Written-Off vehicles - **MR 1419C**

d) During the inspection the inspector may ask for an engineering report to be sure that the integrity/strength of the vehicle has been maintained. A *Chartered Professional Engineer (MR 426)* must prepare this report.

For more detailed information please obtain the fact sheet 'Repair Diary' MR 1422

Tier 3 Inspection process requirements

All Repaired Written-Off vehicles are required to undertake a comprehensive vehicle identity inspection (Tier 3) to confirm the vehicle's identity. The detailed inspection processes will assist the inspectors in determining whether the vehicle is stolen, re-birthed or repaired using parts from a suspect / stolen vehicle.

Repair Diary – MR 1422

When engaging a repairer to repair a vehicle, it is required that a valid tax invoice, as prescribed by the Australian Tax Office, is issued for the parts and/or labour to repair the vehicle. This invoice must clearly identify the vehicle repaired, all the repairs carried out, and all parts used in the repair of the vehicle.

You are required to retain and present all relevant tax invoices at the time of the Tier 3 inspection to verify the legitimacy of the repair. In the case of a self repair, all the same requirements must be met, but a repair

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statement can be used. Remember to include invoices for all sublets.

If second hand components have been utilised in the repair of the vehicle you will also be required to provide the vehicle identification numbers (VIN) of the vehicles from which the parts were sourced (donor vehicles). If no donor VIN details are provided you will encounter difficulty during the inspection process.

If you bought the vehicle in a repaired condition, be aware that you are still required to obtain the required documents and tax invoices from the previous owner and provide a statutory declaration to this effect.

If appropriate documentation cannot be provided or is considered suspect, the vehicle will fail the inspection and may be referred to South Australian Police (SAPOL) for further investigation.

Purchasing a REPAIRED Written-Off Vehicle

Don't get caught out by purchasing *repaired* WOVs' that do not offer all the required tax invoices detailing its repaired state.

The vehicle you are purchasing may not be damaged, but could still be recorded on the *National WOV* database as having been written-off due to impact damage, hail damage, fire damage, major vandalism, malicious damage or water immersion.

These vehicles have been purchased previously, repaired then sold via auction-house or private seller.

If tax invoices for repairs or replacement parts are neither evident nor available, you will face a difficult situation. To gain registration of these vehicles a Tier 3 inspection is still required, including presentation of relevant tax invoices when inspecting your vehicle.

The process of vehicles being purchased, repaired then re-entered into the market place before any inspection processes have been undertaken is of major concern to all registration authorities.

DPTI inspectors are diligent in conducting the necessary investigations into the required tax invoices to try and prevent damaged vehicles being repaired using suspect/stolen vehicle parts.

Sourcing Replacement Parts from Statutory Write-Offs

Impact Damaged

Although there are no specific limitations controlling the use of structural body parts, it is only acceptable to use portions of the vehicle for the repair of other vehicles. There are no specific controls on taking power train or similar to install them in other vehicles.

Fresh Water Immersed

It is preferable that parts from fresh water immersed SWOs not be made available for the purpose of repairs to any RWO.

Structural body parts may be used for the repair of a RWO if they are in a suitable condition. If there is any doubt evidence may be required to verify the parts are suitable for use as replacement parts.

This may include assessment by an engineering signatory or recognised expert in the field. As a normal rule it is acceptable to use hung panels such as bolt-on guards, doors, bonnets and boot lids/tailgates, but the use of other parts is discouraged and will not normally be accepted.

Due to the complexity of circumstances surrounding some fresh water immersed SWOs, repaired vehicles using hung panels (from fresh water immersed SWOs) such as doors or guards from these vehicles must have all door trims or inner plastic guard trims removed when presented for inspection.

Water immersed vehicles will also be required to have all their fluids and filters replaced, such as:

- engine, gearbox, differential, steering box
- coolant system
- brake fluid (system flushing included)
- air filter / fuel filter / oil filter / pollen filter

A tax invoice for the fluids / filters and the work undertaken will be required at time of inspection

Salt Water Immersions

As a general rule, no parts from salt water immersed vehicles can be used to repair a RWO vehicle.

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Statutory Write-Off Parts reference guide



Impact



Salt water



Fresh water



Fire

Part Description	OK	Depending on condition inspection	NO
Guards			
Bonnet/Boot lid			
Doors			
Skirt rail sections			
Front sections			
Rear sections			
Roof cut section (including centre pillar)			
Engine cross-member			
Lower control arm			
Seat belts			
Airbags		if not deployed	
Airbag modules		if not deployed	
Airbag pre-tensioners			
Steering column			
Suspensions			
Interior/trim			
Seat frames			
Wiring looms			

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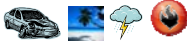
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Part Description	OK	Depending on Condition inspection	NO
Instrument clusters & dash controls			
Computer & SRS sensors			
Engine			
Transmission			

NOTE: DPTI is always available to provide information about the purchase of second hand parts sourced from a statutory write-off vehicle so that repairers avoid unnecessary expense. Initial contact should always be with the senior Tier 3 Assessor. DPTI will provide a response within 24 hours of any such request. A written response will be provided if the initial request was in writing.

General Information

The following cannot be used from any SWO when repairing Repairable Write-offs:

- The section that contains the Vehicle Identification Number stamping (VIN or Chassis number).

In the case of a cab chassis

- The entire chassis rail in most instances.

In the case of monocoque construction, the complete body and dependent on the make of vehicle, the portion of the body including the:

- VIN
- firewall
- inner guard
- boot section etc.

Repaired Written-Off Vehicle Bookings (Tier 3)

You are required to make a booking for a **Tier 3 Vehicle Identity Inspection** by phoning **1300 882 247**.

No payments for inspections will be taken at the Vehicle Identity Assessment Station. You **must** pay before you attend; at time of booking by credit card; or in person at any Service SA Customer Service Centre.

If you have paid for the inspection at a Customer Service Centre, you must bring the receipt with you to the inspection.

Vehicles with 'flat batteries' will not be inspected.

Vehicle Identity Assessment Station

Vehicle Services

Department of Planning, Transport and Infrastructure

7 Naweena Rd, Regency Park

GPO Box 1533 Adelaide SA 5001

Telephone No. (08) 8400 8762 or (08) 8400 8760

Facsimile No. (08) 8400 8757

Enquires can be made between 8:00am and 4:15pm Monday to Friday.

Roadworthy Inspection process requirements

A roadworthy inspection will determine if the vehicle meets relevant standards for registration in South Australia.

A roadworthy inspection can **only** be booked after successfully passing a Tier 3 Identity Inspection.

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Items that may be required when presenting the vehicle includes:

- all the documentation provided during the Tier 3 inspection

Roadworthy Bookings

You are required to make a booking for a Roadworthy inspection once you have successfully completed the Tier 3 Identity Inspection by phoning 1300 882 247.

Frequently asked questions

What is a 'Repair Diary?'

A crash repair diary is a detailed record explaining what repairs were needed on the damaged vehicle, what repair techniques were referenced and how they were applied during the repair. It also contains progress photographs and other material to provide evidence of the nature, extent and activities of the vehicle repair. The diary should chronologically follow the vehicle from purchase, through all repair stages, and end at the point of presentation for inspection.

'Repair Diary' fact sheet MR1422"

Can I use the airbags from water immersed SWO vehicles?

No, as the electronics may have been compromised.

Can I use the interior from water immersed SWO vehicles?

Plastic interior components would be acceptable under normal circumstances. If there is any doubt do not hesitate to contact a Senior Vehicle Identity Inspector with the damaged vehicles VIN and WOV serial number.

Can I register a Repaired SWO vehicle?

No

Can I use the doors, boot lids and bonnets from SWO vehicles?

Depending on the condition it is possible to use these components. If there is any doubt do not hesitate to contact a Senior Vehicle Identity Inspector.

Photographs of the item/s to show that no damage is evident prior to removal and the damaged vehicles VIN and WOV serial number would assist in the decision.

Can I use the electronics from SWO vehicles?

No

Can I use front/rear cuts from SWO vehicles?

It is possible to use these components if the SWO is a result of impact damage and subject to the condition of the components. If the vehicle is a SWO due to fire damage or water immersed components may not be acceptable. If there is any doubt do not hesitate to contact a Senior Vehicle Identity Inspector.

Photographs of the item/s to show that no damage is evident prior to removal and the damaged vehicles VIN and WOV serial number would assist in the decision.

Can I change the odometer/speedometer?

Yes, but you must gain the approval from the Office of Consumer and Business Services. You will be required to submit a 'Request to alter or replace an odometer' which can be obtained on the internet:

http://www.ocba.sa.gov.au/consumeradvice/forms.html#Request_to_alter_or_replace_an_odometer

Second-Hand Air Bags & SRS Componentry

Some vehicle part suppliers are now offering second-hand airbags/systems for sale, including pre-tensioners, seat belts, clock springs, modules.

These are frequently purchased by people repairing RWO vehicles. Concerns have been raised as to the origin of these components as the market place now makes available After-Market air bag SS componentry also. After-Market air bags may not meet ADR compliance and therefore shall not be fitted into any vehicles to be registered in South Australia.

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When a second-hand air bag/system is purchased for the use of replacement in a RWO vehicle a *Supplementary Restraint Systems Report* should be downloaded and printed so that the checking agent can sign-off on the SRS fitment and operational functions.

Please download the required Supplementary Restraint Systems Report for

Impact damage or vehicle system failures

Conducted by approved Signatories

MR1419A

Authorised Manufacturers' Agents

MR1419B

Water Immersed or hail damaged vehicles

MR1419C

NB: Second-hand seat belts and pre-tensioners can not be used to replace damaged components (as detailed in the *Road Traffic (Miscellaneous) Regulations 1999*)

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