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# VIRM: Light vehicle repair certification amendment 10 April 2017

April 2017

In this amendment:

- clarification over how specialist repair certifiers should treat hail-damaged vehicles (and how to deal with written-off damaged vehicles, such as those that have been stolen and recovered or maliciously damaged)
- clarification that an LT307 is not to be used for any written off vehicles
- allow the border check damage flag to be removed if the specialist repair certifier is satisfied that the safety systems of the vehicle haven't been affected and the damage is purely cosmetic.

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## PREVIEW PAGES

### Technical bulletin 5: Threshold for lifting border damage flag

#### Types of repairs that are not eligible for border check flag removal

##### Structural repairs

1. Any repair that has affected the chassis alignment of a vehicle and requires 3D chassis alignment, or
2. Damage to multiple panels whether the structural integrity and/or chassis alignment of the vehicle been affected or not (excluding purely cosmetic damage such as hail or vandalism).

### Technical bulletin 6: LT307 Declaring that a vehicle doesn't require repair certification

#### Information

**Note:** the LT307 cannot be used if the vehicles' documentation includes the words 'statutory', 'write-off', 'salvage', 'junked' or 'non-repairable'. An LT308 must be used for any of those cases.

The use of the LT307 is actioned when when damage flagged by a border inspection organisation (BIO) or entry inspector is deemed by a repair certifier to be not as significant as originally thought.

Certifiers that are using this form to reverse a damage flag on a border entry vehicle must understand the BIO threshold for applying a damaged flag and **VIRM: Entry certification inspection threshold for repair certification**, and carry out a thorough inspection of the vehicle in question.

To issue an LT307 the certifier must first determine that **no remedial work is required** to the entire vehicle.

If any remedial work is required to a vehicle for entry purposes, then an LT308 must be issued after remedial work has been completed.

The LT307 is to be used solely to reverse a request for an LT308 by BIO or an entry inspector or to use when a marginal vehicle is referred by a KSDP for assessment where the damage may be marginal/non-structural.

## Technical bulletin 7: Certification of vehicles written off for hail/malicious/vandalism damage

### Information

The steps below are used when certifying a vehicle that has been written off for hail damage or malicious damage or vandalism.

1. An LT308 (not an LT307) must be issued to certify any written off vehicle, whether it is a statutory or economic write-off
2. If there is any evidence suggesting water ingress (broken glazing, damp carpets, hydro-locked engine, etc.) the vehicle must be treated as a water damaged vehicle.
3. In making a determination on proceeding with the vehicle, the specialist repair certifier must be satisfied that the vehicle has only suffered cosmetic exterior hail or malicious/vandalism damage (interior/exterior) and no other damage has occurred that would affect any safety systems.
4. Following the requirements from the VIRM, a request to remove the damage flag may be submitted if the specialist repair certifier has determined that the damage is only cosmetic or superficial and hasn't affected the vehicle's structure and no remedial work is necessary to enable entry certification.
5. To promote consumer awareness of the vehicle's history, check that the vehicle appears on the [Transport Agency list for damaged and written-off vehicles](#). If it isn't listed, send an email to [FRR@nzta.govt.nz](mailto:FRR@nzta.govt.nz) with a copy of the PPSR to have it added to the list prior to issuing an LT308.