

Correct as at 21st May 2019. It may be superseded at any time.

Extract taken from: NZTA Vehicle Portal > VIRMs > Light vehicle repair certification > Steering and suspension

7 Steering and suspension

7-1 Steering and suspension systems

1. In the absence of specific permission in the manufacturers instructions:
 - a) a steering or suspension component has been welded as part of the repair, or
 - b) a steering or suspension component has been heated as part of the repair.
2. A steering or suspension component that has been damaged has not been replaced.
3. An original steering or suspension component has been retained during the repair that may have been damaged, and has not been disassembled and subjected to non-destructive testing by an approved CBIP inspector qualified in the process used.
4. The steering and suspension components have not been repaired so that they are within safe tolerance of the state of the system, component or equipment when manufactured.
5. New bolts of the same grade and size as the original bolts have not been used for replacement when the damage is a direct result of impact to steering or suspension components, or when stretch bolts are used.
6. A second-hand replacement component is worn beyond manufacturers tolerances.
7. The steering wheel is insecurely attached to the steering shaft.
8. The steering column:
 - a) is insecure, or
 - b) has not been replaced if it was a collapsible column and it was damaged, or
 - c) has been repaired if it was a collapsible column.
9. A linkage or joint between the steering column shaft and steering box or rack:
 - a) is insecure, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) does not operate smoothly without roughness or stiffness, or
 - e) is fouling on the vehicle structure, wheel, tyre or brake system component.
10. The steering box or rack:
 - a) is insecure, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) does not operate smoothly without roughness or stiffness.
11. A steering linkage or joint, steering arm or associated equipment, or a kingpin or outer ball joint:
 - a) is insecure, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) does not operate smoothly without roughness or stiffness, or
 - e) is fouling on the vehicle structure, wheel, tyre or brake system component.

12. A lock stop is loose or damaged.
13. A steering component mounting point:
 - a) is insecure, or
 - b) has corrosion damage, buckling or fractures.
14. A front or rear suspension component:
 - a) is insecure, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) does not operate smoothly without roughness or stiffness, or
 - e) shows excessive play, roughness or stiffness in a strut upper support bearing.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Repair 1998](#)
- [Land Transport Rule: Steering Systems 2001](#).

Condition

1. A steering system and any associated systems and components that could affect the directional control of a vehicle must:
 - a) be in good condition and provide the vehicle with safe, efficient, convenient and sensitive control, and
 - b) be strong, durable and fit for their purpose, taking into account whether adverse affects have resulted from a loss of integrity of any protective system used by a relevant component.