

Correct as at 24th May 2019. It may be superseded at any time.

Extract taken from: NZTA Vehicle Portal > VIRMs > Light vehicle repair certification > General repairs

9 General repairs

Page amended **1 October 2013** (see [amendment details](#)).

9-1 Water damage

Reasons for rejection

1. A safety-related component, part or system has not been inspected and replaced as described in **Table 9-1-1**.
2. A body panel has not had all water contamination and residue removed from its cavities and the vehicle's corrosion protection restored.
3. During the inspection of a vehicle there is evidence found that the vehicle has been water damaged and it has not been recorded as water damaged in the NOTES screen ([Note 5](#)).
4. The vehicle has not been treated as though it has been fully immersed in water contaminated with silt and/or corrosive salts.
5. A body panel or structure has water contamination or residue.
6. Corrosion protection has not been restored as near as is practicable to the OE specifications.
7. The manufacturer's repair procedures have not been followed for all replacement parts, components or systems.
8. An item in the far right-hand column of **Table 9-1-1** that has been retained has not been certified as within safe tolerance by the manufacturer or an approved agent.

Note 1

Vehicles purchased on or after 7 September 2016 and/or border checked on or after 7 October 2016 must be treated as fully submerged and deviations will not be considered by the Transport Agency.

Note 2

The repair certifier must retain documented proof of all replacement components with the vehicle file.

Note 3

Components that are not designed to be stripped must be replaced.

Note 4

Where any component is retained and requires inspection, a record of this must be retained by the repair certifier with the vehicle file.

Note 5

The repair certifier must contact the Transport Agency if the repair certifier notes at any stage that the vehicle has been subjected to water damage and that the vehicle is not noted in Landata as being water damaged.

Notify details of the vehicle and damage to the Transport Agency's Permitting Assessments team at FRR@nzta.govt.nz.

Note 6

A specialist repair certifier must complete a LT308 indicating that the water damage to the vehicle has been assessed in accordance with the [VIRM: Light vehicle repair certification](#) and repairs have been completed to the required standard. Files relating to water damage assessment will be audited during the normal [performance review system](#).

Note 7

[Land Transport Rule: Vehicle Standards Compliance 2002](#), defines water damage as, in relation to a vehicle, damage to a vehicle's critical safety system as a result of exposure to water.

Table 9-1-1 . Water damaged vehicle safety related components

Vehicle Components	Options		
	Component to be replaced with non-used genuine components	Component can be replaced with used components of known origin, storage and condition	The original components can be reused after being stripped, inspected and tested by the manufacturer or an approved representative
Seatbelt assemblies		x	x
Seatbelt pretensioners		x	x
Airbags ¹		x	x
SRS control module		x	x
SRS sensor(s)		x	x
SRS wiring loom		x	x
SRS relay(s)		x	x
SRS clockspring		x	x
ECU's (engine, suspension, etc.)		x	x
Wiring loom			x
ABS / ESC actuator		x	x
ABS / ESC control module		x	x
Brake master cylinder			
Brake booster system			x
Brake calipers / drum parts			
Line pressure valves			
Brake lamp switch			x

Ignition switch			x
Lamp switches			x
Lamp wiring and connectors			x
Lamp relay(s)			x
Horn, relay and switch			x
Collision avoidance & lane departure sensors			
Radar/laser cruise control sensors			
Suspension height sensors			
Wiper motor and switch			x
Alternator			
Starter motor			
HVAC system			
Gauge cluster (speedometer, tach.)			x
Door locks and latches			
Fluids (brake, steering, engine, drivetrain, etc.)		x	x
Lamp assemblies			x
Fly by wire accelerator			x
Throttle cable			

Electronic parking brake components			x
Handbrake cable			

¹ Refer to [section 5-3 Airbags](#) in this manual

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Repair 1998](#)
- [Land Transport Rule: Vehicle Standards Compliance 2002.](#)

Repair requirements

1. The vehicle must be treated as though it has been fully immersed in water contaminated with silt and/or corrosive salts.
2. All body panels and structure must have all water contamination and residue removed from their cavities and the vehicle's corrosion protection restored.

Certification process

3. The repair certifier must specify what repairs must be carried out to reinstate the vehicle to requirements of the Vehicle Repair Rule (and any other relevant rules). The repair certifier should indicate at what stages he wishes to inspect the vehicle before repairs can proceed.
4. When carrying out inspections, the repair certifier must obtain documents that outline the history of the replacement components. The Vehicle Repair Rule requires that designated components must be replaced with new or with used components. For used components the full history of the donor vehicle must be known and that history must not prevent the vehicle from being restored to within safe tolerance of its state when first manufactured.
 - a) Intermediate inspections must occur at a time when a repair certifier can determine with confidence that the repairs have been carried out in accordance with their instructions and the rules.
 - b) In the final inspection a repair certifier must only certify a vehicle as being compliant, if they are fully satisfied that all necessary repairs have been completed to their instructions and the vehicle is now compliant with the Rule.
 - c) Once point (b) is complete the vehicle may go through the entry level inspection to allow it to be registered. The vehicle is still subject to the entry requirements.

Page amended **13 December 2017** (see [amendment details](#)).

9-2 Welding

Reasons for rejection

1. The manufacturer's welding procedures have not been followed.
2. A recognised repair research organisation's procedures have not been followed (when the manufacturer provides no information).
3. A weld has been completed using the incorrect:
 - a) shielding gas, or
 - b) electrode wire.
4. There has been too much heat build-up during the welding so that the parent material is weakened.
5. The weld has:
 - a) porosity present, or
 - b) cracks present, or
 - c) undercut or cold lap, or
 - d) poor penetration.

6. Unless the vehicle manufacturer states otherwise replacement spot welds are:
 - a) located on top of the OE weld locations, or
 - b) spaced so as to create a continuous heat-affected zone.
7. Brazing has been used in a repair where it is not specifically permitted in the manufacturer's instructions.
8. The weld has not been completed to NZS 1554 or I-CAR compliant standards.

Note 1

When welding is done, the manufacturer's specifications must be taken into account.

Summary of legislation

Applicable legislation

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

Repair requirements

1. The repair method used to comply a vehicle must take into account:
 - a) the date of manufacture of the vehicle, and
 - b) the class, make and other relevant characteristics of the vehicle, and
 - c) the approved vehicle standards with which the vehicle is required to comply, and
 - d) any relevant manufacturer's recommendations and alternative methods, and
 - e) the material specifications used for the construction of the vehicle, its structure, systems, components or equipment, and
 - f) the compatibility of the intended repair process with material specifications.
2. Welding must be completed to NZS 1554 or I-CAR compliant standards.

Page amended **7 October 2016** (see [amendment details](#)).

9-3 Replacement components

Reasons for rejection

1. A replacement component, part or system that must comply with an approved vehicle standard does not.
2. A replacement component, part or system that must comply with an approved vehicle standard complies with an earlier version of the standard than the vehicle being repaired was certified to.
3. A replacement component, part or system that must comply with an approved vehicle standard complies with a more recent version of the standard than the vehicle being repaired was certified to, and this compromises the safety of the component, part or system.
4. A component, part or system that does not have to comply with a vehicle standard has been repaired using replacement components, parts or systems that:
 - a) are not fit for the purpose, or
 - b) do not meet the vehicle manufacturers specifications, or
 - c) do not meet the specifications of an approved supplier to the vehicle manufacturer, or
 - d) do not meet the specifications of an approved standards institution.
5. Used replacement components, parts or systems have been fitted and:
 - a) there is no evidence of the origin of the component, part or system, or
 - b) there is no evidence that the donor vehicle meets the same standards as the vehicle being repaired, or
 - c) the replacement component, part or system does not meet the same specifications as the replaced component, part or system, or
 - d) the component, part or system is outside the manufacturers tolerances or specifications.

Note 1

The fitment of aftermarket panels made from composite materials may adversely effect the frontal impact compliance of a vehicle.

Summary of legislation

Applicable legislation

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

Repair requirements

1. New or used replacement systems, components and equipment used in a repair must comply with an approved vehicle standard applicable to the year of manufacture of the vehicle, system, component or equipment (or later).
2. If there is no applicable approved vehicle standard, new or used replacement systems, components or equipment used in a repair must be fit for the purpose for which they are to be used by reference to:
 - a) the vehicle manufacturers specifications for original performance, or
 - b) the original equipment suppliers manufacturers specifications, or
 - c) later specifications for the same systems, components and equipment issued or approved by the vehicle manufacturer, or
 - d) the manufacturing and materials specifications of an approved standards institution for the systems, components and equipment.

Page amended **1 October 2013** (see [amendment details](#)).

9-4 Component protection

Reasons for rejection

1. Weld-through primers have not been used during the repair.
2. A corrosion protection system has not been applied during a repair upgrade when weld-through primer was not originally used.
3. A seam or seams have not been sealed using a suitable sealant.
4. A surface has not been corrosion protected or the original protection has been degraded in the repair, making it ineffective.
5. Manufacturers corrosion protection instructions, or when these are not available, a recognised repair research organisations procedures have not been used.

Summary of legislation

Applicable legislation

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

Repair requirements

1. The repair method used to comply a vehicle must take into account:
 - a) the date of manufacture of the vehicle, and
 - b) the class, make and other relevant characteristics of the vehicle, and
 - c) the approved vehicle standards with which the vehicle is required to comply, and
 - d) any relevant manufacturers recommendations and alternative methods, and
 - e) the material specifications used for the construction of the vehicle, its structure, systems, components or equipment, and
 - f) the compatibility of the intended repair process with material specifications.

9-5 Fire damage

Reasons for rejection

1. A body panel has not had all fire contamination and residue removed from its cavities and the vehicle's corrosion protection

restored.

2. A structural component has suffered heat damaged beyond its intended limits.

3. During the inspection of a vehicle there is evidence found that the vehicle has been fire damaged and it has not been recorded as fire damaged in the NOTES screen ([Note 4](#)).

4. A body panel or structure has fire contamination or residue.

5. Corrosion protection has not been restored as near as is practicable to the OE specifications.

6. The manufacturer's repair procedures have not been followed for all replacement parts, components or systems.

Note 1

The repair certifier must retain documented proof of all replacement components with the vehicle file.

Note 2

Components that are not designed to be stripped must be replaced.

Note 3

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Note 4

The repair certifier must contact the Transport Agency if the repair certifier notes at any stage that the vehicle has been subjected to fire damage and that the vehicle is not noted in Landata as being fire damaged.

Notify details of the vehicle and damage to the Transport Agency's Permitting Assessments team at FRR@nzta.govt.nz.

Summary of legislation

Applicable legislation

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

Repair requirements

1. All body panels and structure must have all fire contamination and residue removed from their cavities and the vehicle's corrosion protection restored.

Certification process

2. The repair certifier must specify what repairs must be carried out to reinstate the vehicle to requirements of the Repair Rule (and any other relevant rules). The repair certifier should indicate at what stages he wishes to inspect the vehicle before repairs can proceed.

3. When carrying out inspections, the repair certifier must obtain documents that outline the history of the replacement components. The Repair Rule requires that designated components must be replaced with new or with used components. For used components the full history of the donor vehicle must be known and that history must not prevent the vehicle from being restored to within safe tolerance of its state when first manufactured.

a) Intermediate inspections must occur at a time when a repair certifier can determine with confidence that the repairs have been carried out in accordance with their instructions and the rules.

b) In the final inspection a repair certifier must only certify a vehicle as being compliant, if they are fully satisfied that all necessary repairs have been completed to their instructions and the vehicle is now compliant with the Rule.

c) Once point (b) is complete the vehicle may go through the entry level inspection to allow it to be registered. The vehicle is still subject to the entry requirements.

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