

VIRM: Light vehicle repair certification amendment

Effective from 14 October 2026

September 2026

Technical bulletin 5: Threshold for lifting border damage flag

Types of repairs that are eligible for border check damage flag removal

Structural repairs

Single outer panel structural repairs

This means only **one structural outer** panels being repaired or replaced. This enables sill repairs, replacement of the outer guard, H/L support panel, rear dog legs, etc to be replaced. An **single outer** panel structural repair would in no way affect the chassis alignment of the vehicle. A trammel bar measurement and four-wheel alignment, **or a three dimensional chassis measurement** must be carried out as required by [section 8-1](#).

[Section 9-4](#) in terms of component protection also applies to any repairs.

Corrosion damage

Corrosion damage to a structural area where there are no signs of major pitting, swelling or any holes are evident and an LT307 has been issued.

Note 1

For the purpose of this threshold, corrosion damage includes any signs of 'rust bleed'. Rust bleed is a rust coloured stain or mark that appears around an area of corrosion that may not be visible. Rust bleed is most commonly found where panels join or overlap when corrosion has started between the two surfaces and moisture has caused a rust stain or mark to run into the external surface.

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

Structural repairs

1. Any repair **or replacement** that has affected the chassis alignment of a vehicle and requires 3D chassis alignment, or
2. **Any repair or replacement that has affected the inner structural panels of a vehicle (excluding bolt on replacement panels and cosmetic repairs).** **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):**

Corrosion damage

Any perforated corrosion in a structural area where the metal is corroded to the extent that it has holes, or holes are exposed when rust scale is removed. If metal is badly pitted causing a loss of metal thickness, it must also be treated as perforated corrosion.

Any vehicle with rust heave or swelling that will require removal of any original panel or part of panel in order for an area to be patched.

Water or fire damage

No vehicle with water or fire damage may have the damage flag lifted, the normal process as set out in [section 9-1](#) applies.

SRS components

A damage flag will not be lifted if a SRS component has been deployed.