

VIRM: Light vehicle repair certification amendment

Effective from **30 July 2025**

July 2025

- Includes a change where if there is proof from the insurance company that a vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification.
- The VIRM now no longer requires surface corrosion cleaning, treating, and recoating to need certification, unless significant damage or deterioration is discovered during the cleaning process. If no significant damage or deterioration is identified during the inspection a repair certifier may issue an LT307 after cleaning or retreatment of the area has been done.

Introduction 3-3 Establishing whether a vehicle must be inspected for light vehicle repair **certified** certification

Important: [Technical bulletin 4: Threshold for requiring repair **certifier inspection** certification](#) explains the threshold requirements as set out for entry certifiers in New Zealand.

Technical bulletin 4: Threshold for requiring repair **certification** **certifier inspection**

The following information gives guidance to vehicle inspectors in determining **whether-or-not** **when** a light vehicle (including motorcycles **and mopeds** **where applicable**) undergoing entry certification in New Zealand requires **specialist inspection** **repair certification** by a **specialist** repair certifier ([Note 1](#) )

Important: If the vehicle documentation (eg a registration document or invoice) contains the words 'statutory', 'written off', ([Note 5](#) ) 'write-off', 'salvage', 'junked' or 'non-repairable' the vehicle **must** be referred to a specialist repair certifier.

Note 5

If there is proof from the insurance company that the vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification.

Corrosion damage

- **Corrosion damage** ([Note 4](#) ) is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage are typically displayed by the swelling of a panel between spot welds, or lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

A vehicle must be **specialist-repair-certified** **referred to a specialist repair certifier** if there is corrosion damage in:

- any structural area, as indicated in the shaded areas of [Figure 4-1-2](#)
- sub-frames
- steering
- suspension member, including their mounting points.

A vehicle must be specialist repair certified if there is rust heave.

- **Perforated corrosion** is 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.

If there is perforated corrosion in any **other (non-structural)** area, **as indicated in the non-shaded areas of** ([see Figure 4-1-2](#)), the vehicle must be **reported** **referred to a specialist repair certifier**.

- *Repair* of corrosion on doors, bonnets, hatches and boot lids within a 150mm circle around the outside of hinge or latch components will require specialist repair certification. These 'no corrosion' zones are circled in [Figure 4-1-3](#).
- *Replacement* of these parts will not require specialist repair certification, provided the inspector is satisfied that safety systems are not affected (eg side intrusion beams, burst proof locks, frontal impact systems).

The following RepairCert NZ technical documents must be referred to by the specialist repair certifier for the assessment of corrosion:

- [Technical Bulletin # 01-2025 \(Corrosion: Evaluation Process\)](#)
- [Technical Bulletin # 02-2025 \(Corrosion: Surface Preparation\)](#)
- [Technical Bulletin # 03-2025 \(Corrosion: Surface Treatment\)](#)
- [Technical Bulletin # 04-2025 \(Corrosion: Surface Coating\)](#).

Working links for RepairCertNZ technical bulletins:

- [Technical-Bulletin 2025-01-Corrosion-Evaluation.pdf](#)
- [Technical-Bulletin 2025-02-Corrosion-Surface-Preparation.pdf](#)
- [Technical-Bulletin 2025-03-Corrosion-Surface-Treatment.pdf](#)
- [Technical-Bulletin 2025-04-Corrosion-Surface-Coating.pdf](#)

Technical bulletin 5: Threshold for lifting border damage flag

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.

All areas affected by corrosion must under go a clean and treat process (Note 2 ⓘ):

Note 2

For the purpose of this threshold, clean and treat is defined in the following steps:

- 1- Abrasive blasting of the affected area, and
- 2- Affected area coated in rust neutraliser, and
- 3- Application of a two pack epoxy primer to the affected areas, and
- 4- Application of final protective coatings, and
- 5- Application of cavity wax to interior and seams of all affected box sections:

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

Flag lifting process

Once the repair certifier has issued an **LT307 or** LT308 to a vehicle, the entry certifier must fill out the [Request to remove border damage flag – light vehicles](#) form and **forward to the appropriate manager or supervisor for damage flag removal. fax this along with a copy of pages 1 and 4 of the LT308 to:**

Vehicle Certifiers Register
Palmerston North Office
NZ Transport Agency
Fax: 06 953 6282

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

To issue an LT307 the certifier must first determine that **no significant damage or deterioration (that requires specialist repair certification) is present anywhere on the vehicle** ~~no remedial work (that requires specialist repair certification) is required to the entire vehicle.~~

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

Procedure

- When a vehicle is presented to the repair certifier it is their responsibility to ensure that a thorough inspection **of the whole vehicle** is carried out ~~to the area of concern.~~ **The repair certifier is only able to issue an LT307 after the vehicle has completed an initial entry certification inspection. the compliance entry inspection.**
- If during the repair certifier's inspection, the repair certifier identifies other areas of concern that would require an LT308, then an LT308 must apply.
- The repair certifier may request the stripping of the vehicle to do a thorough inspection.
- The vehicle must be hoisted for the inspection (a two-post hoist is preferred for underbody inspections.)
- The repair certifier may require a trammel check and/or a four wheel alignment as part of the inspection.
- The repair certifier may carry out a clean/treat/recoat as part of the inspection (eg to assess the severity of surface rust). All cleaned surfaces require protective coatings to be applied.
- On completion of the inspection, only if the repair certifier can issue an LT307 without performing any repairs **for significant damage or deterioration** whatsoever. Then and only then, is it permissible for the repair certifier to issue an LT307. ~~(eg if inspecting surface rust and the certifier requires only that the area need to be treated with rust converter or cavity wax, then a LT308 must apply)~~
- The repair certifier ID code, the area inspected, and a note that an LT307 was issued, is to be entered into the gnote screen on LANDATA by the repair certifier.

Requirements

Photographs of the inspection and a copy of the LT307 are to be kept on file **and uploaded to the electronic repository.**

The repair certifier is to take photographs of the inspection, note any measurement checks, keep copies of any wheel alignment reports, [Declaration form for SRS and/or ABS inspections form](#) and trammel measurement.

When filling out the LT307 the repair certifier must use wording similar to the VIRM: Light vehicle repair certification: [Technical bulletin 4: Threshold for requiring repair certification](#) and [Technical bulletin 5: Threshold for lifting border damage flag](#)

The repair certifier is to keep copies of the LT307 on file.

Flow chart steps.

