

Correct as at 5th June 2026. It may be superseded at any time.

Extract taken from: Entry certification > Inspection and certification > Vehicle structure > Structure

3-1 Structure

IMPORTANT: Any parts that require removal or disassembly in order to carry out the inspection of structural components and frontal impact occupant protection systems must be removed or disassembled. Refer to [Vehicle structure – 3-3 Inspection specifications](#).

A vehicle whose structure has been damaged beyond the threshold specified in [Vehicle structure – 3-4 Threshold for requiring repair certification](#) must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Compliance with approved standards

1. A vehicle that is required to comply with an approved frontal impact standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in [Table 3-2-1](#) at the time the vehicle was manufactured.

Condition and modification

2. A structural component (Note 4) or frontal impact occupant protection system does not comply with a requirement relating to condition or modification set out in the [VIRM: In-service certification, section 3-1](#).

Note 1

If a vehicle is fitted with an auxiliary bar (eg a bullbar), refer to:

[Technical bulletin 6 – Auxiliary bars](#)

Note 2

[Technical bulletin 10](#) contains information regarding inspection for corrosion in the rear floorpan assembly of some Nissan Terrano and Mistral models.

Note 3

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

Note 4

Structural components include, as a minimum, the following:

a) Engine compartment	b) Exterior	c) Luggage/cargo compartment	d) Underbody and/or chassis frame	e) Passenger compartment (inside vehicle)
i. Front crush zones ii. Chassis rails iii. Inner guards iv. Firewall v. Suspension towers and mountings vi. Radiator support panel	i. Door frames, locks and hinges ii. Pillars iii. Sills iv. Roof guttering	i. Suspension towers and mountings ii. Seatbelt anchorages iii. Floor iv. Rear panel v. Spare wheel well	i. Front and rear crush zones ii. Chassis rails and cross members iii. Floor rails iv. Steering and suspension mountings v. Subframe mountings vi. Seat and seatbelt anchorages vii. Sills viii. Floor	i. Exposed floor areas ii. Floor to inner sill seams iii. Pillars iv. Cross members v. Seat and seatbelt anchorages

Summary of legislation

Applicable legislation

- [Land Transport Rule: Frontal Impact Amendment 2005](#)
- General safety requirements of [Land Transport Rules](#),

including:

- [Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors Amendment 2005](#)
- [Land Transport Rule: Door Retention Systems 2001](#)
- [Land Transport Rule: Seats and Seat Anchorages 2002](#)
- [Land Transport Rule: Seatbelts and Seatbelt Anchorages Amendment 2005](#)
- [Land Transport Rule: Light-vehicle Brakes 2002](#)
- [Land Transport Rule: Steering Systems 2001](#)
- [Land Transport Rule: Tyres and Wheels Amendment 2005.](#)

Compliance with approved standards

1. Certain vehicles must comply with one or more of the approved frontal impact standards in [Table 3-2-1](#). Follow the flowcharts in [Figure 3-2-1](#), [Figure 3-2-2](#) and [Figure 3-2-3](#) to determine whether a particular vehicle is required to comply with an approved frontal impact standard.

Condition and modification

2. Structural components (Note 4) and frontal impact occupant protection systems must comply with the requirements relating to condition and modification set out in the [VIRM: In-service certification, section 3-1](#).

Page amended **1 December 2016** (see [amendment details](#)).