

Correct as at 18th May 2026. It may be superseded at any time.

**Extract taken from:** Light vehicle repair certification > Introduction > Inspection and certification process > Establishing whether a vehicle must be repair certified

### 3-3 Establishing whether a vehicle must be repair certified

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

A vehicle must be inspected for light vehicle repair certification if:

- a) it requires repair certification for entry or re-entry to service, and
- b) it is a vehicle of one of the following classes:

LC, LD, LE1, LE2, MA, MB, MC, MD1, MD2, or NA (see [Table 3-4-1](#)), and

- c) the vehicle shows any of the following conditions:

- evidence of corrosion in a structural part of the vehicle; this includes evidence of rust bleed
- corrosion perforation of any non-structural body panel of the vehicle
- corrosion perforation or any significant pitting of any subframe, steering, or suspension member, including their mounting points
- damage that affects the integrity of any bonded or welded seams or joints installed by the vehicle manufacturer
- underbody damage that has caused the splitting of seam welds, distortion of suspension members or mounting points, or tearing of metal structures
- denting or creasing on sill (rocker) panels or to a depth of more than 25mm
- denting or distortion to the folds or swages in the sill panel or structure of the inner or outer sill weld seam
- distortion to the longitudinal chassis rails so as to affect the front or rear crush zones or kick-up areas
- damage of a cross-member that may affect steering or suspension alignment
- distortion of a cross-member
- damage or distortion of any subframe that that may affect steering or suspension alignment
- cracking of the unitary body in areas affecting a safety component or system
- damage or deformation to a door intrusion beam that is required for the frontal impact occupant protection system
- a deployed airbag or seatbelt pre-tensioner
- there is evidence that repairs have been made to the structure or safety systems of the vehicle or the extent of the original damage is not evident
- there is evidence that the vehicle has suffered water damage.

**Note** [Technical bulletin 4](#) explains the threshold requirements as set out for entry certifiers in New Zealand.