

Correct as at 14th June 2026. It may be superseded at any time.

Extract taken from: Light vehicle repair certification > General repairs > Water damage

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 NZTA.

Note 2

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

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 NZTA 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 NZTA'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 pre-tensioners	✓	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](#)).