2-2 Body-over-frame chassis rails

Reasons for rejection

1. The performance of a frontal impact occupant protection system has been affected by any factor, including corrosion, structural damage, material degradation, inadequate repair, the fitting of additional equipment or the removal of equipment.

2. A chassis rail has not been replaced when there is evidence that it has been deformed so that a localised kink of 90° or more has been formed over a small radius.

3. A chassis rail has not been replaced or sectioned when there are visible cracks, tears and or splinters before or after the chassis rail is straightened.

4. A crush zone has been repaired where this is not permitted in the manufacturer's instructions.

5. A rail has been over-stretched during repair.

6. Rails have been heated as part of the repair and evidence that this process has been carried out to the manufacturer's temperatures and time limits has not been documented (Note 2).

7. Heat has been applied to a chassis rail where this is not permitted in the manufacturer's instructions.

8. A rail has been sectioned when the manufacturer prohibits sectioning of rails.

9. A rail has been sectioned but not following the manufacturer's instructions.

10. A recognised repair research organisation's procedures have not been followed to section a rail when the manufacturer's instructions are not available.

11. Unless permitted by the manufacturer's instructions, a chassis rail has been sectioned in or near the following locations:

    a) engine, suspension, steering or drive train mounting point, or

    b) crush zone.

Note 1

The replacement of damaged parts at factory seams should be done whenever practicable and when required by the vehicle manufacturer.

Note 2

If a rail is heated as part of a repair, evidence of the process must be provided in the vehicle file. This should include such information as the manufacturer's instructions, temperature indicator used, and the time that the heat was applied for.

Note 3

For further information on replacement components see **section 9-3 Replacement components**.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Frontal Impact 2001**
- **Land Transport Rule: Vehicle Repair 1998.**

Condition

1. The performance of a frontal impact occupant protection system must not be affected by any factor, including corrosion, structural damage, material degradation, inadequate repair, the fitting of additional equipment or the removal of equipment.

2. A repair to a vehicle, its structure, systems, components or equipment must restore the damaged or worn vehicle, structure, system, component or equipment so that it is within safe tolerance of the state of the vehicle when manufactured.

Page amended **1 October 2013** (see **amendment details**).