

Correct as at 15th May 2026. It may be superseded at any time.

Extract taken from: Light vehicle repair certification > General repairs > Welding

## 9-2 Welding

### Reasons for rejection

1. The manufacturer's welding procedures have not been followed.
2. A recognised repair research organisation's procedures have not been followed (when the manufacturer provides no information).
3. A weld has been completed using the incorrect:
  - a) shielding gas, or
  - b) electrode wire.
4. There has been too much heat build-up during the welding so that the parent material is weakened.
5. The weld has:
  - a) porosity present, or
  - b) cracks present, or
  - c) undercut or cold lap, or
  - d) poor penetration.
6. Unless the vehicle manufacturer states otherwise replacement spot welds are:
  - a) located on top of the OE weld locations, or
  - b) spaced so as to create a continuous heat-affected zone.
7. Brazing has been used in a repair where it is not specifically permitted in the manufacturer's instructions.
8. The weld has not been completed to NZS 1554 or I-CAR compliant standards.

#### Note 1

When welding is done, the manufacturer's specifications must be taken into account.

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Vehicle Repair 1998](#).

Repair requirements

1. The repair method used to comply a vehicle must take into account:

- a) the date of manufacture of the vehicle, and
- b) the class, make and other relevant characteristics of the vehicle, and
- c) the approved vehicle standards with which the vehicle is required to comply, and
- d) any relevant manufacturer's recommendations and alternative methods, and
- e) the material specifications used for the construction of the vehicle, its structure, systems, components or equipment, and
- f) the compatibility of the intended repair process with material specifications.

2. Welding must be completed to NZS 1554 or I-CAR compliant standards.

Page amended **7 October 2016** (see [amendment details](#)).