

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 It may be superseded at any time.

Extract taken from: Light vehicle repair certification > Vehicle structure > Sills

2-3 Sills

Reasons for rejection

1. A sill has been sectioned where this is not permitted in the manufacturer's instructions.
2. A sill has been sectioned but not following either the manufacturer's instructions or a recognised repair research organisation's procedures.
3. A sill has been sectioned but not using one of the following procedures (unless the procedure used is permitted by the manufacturer or a recognised repair research organisation):
 - a) lap joint, or
 - b) offset butt or offset lap joint with appropriate inserts, or
 - c) butt joint with an insert, or
 - d) a 25mm overlap with MIG plug welds.

Note 1

Damaged parts should be replaced at factory seams whenever practicable and when required by the vehicle manufacturer.

Note 2

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.