

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 It may be superseded at any time.

Extract taken from: Light vehicle repair certification > General repairs > Component protection

## 9-4 Component protection

### Reasons for rejection

1. Weld-through primers have not been used during the repair **where required**.
2. A corrosion protection system has not been applied during a repair upgrade when weld-through primer was not originally used.
3. A seam or seams have not been sealed using a suitable sealant.
4. A surface has not been corrosion protected or the original protection has been degraded in the repair, making it ineffective.
5. Manufacturer's corrosion protection instructions, or when these are not available, a recognised repair research organisation's procedures have not been used.

### 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.