Correct as at 3rd May 2026. It may be superseded at any time.

Extract taken from: Light vehicle repair certification > Vehicle structure > Other pillars and doors

2-5 Other pillars and doors

Reasons for rejection

1. A pillar has been sectioned where this is not permitted in the manufacturer's instructions.

2. A pillar has been sectioned without following either the manufacturer's instructions or a recognised repair research organisation's procedures.

3. An A-pillar has been sectioned but not using one of the following procedures (unless specifically permitted by the manufacturer or a recognised repair research organisation):

    a) butt joint with an insert, or

    b) offset butt joint, or

    c) offset butt joint with an insert, or

    d) a 25mm overlap with MIG plug welds.

4. A foam-filled pillar has not had the foam replaced with the correct foam.

5. An inner pillar has been cut or patched in either of the following locations (unless the manufacturer allows it):

    a) above the seatbelt anchorage reinforcement, or

    b) within 300mm of a seatbelt retractor anchorage.

6. In the absence of specific permission in the manufacturer's instructions, a pillar has been cut in one of the following locations:

    a) through sill panel reinforcements

    b) within 150mm of a door latch

    c) within 150mm of a door hinge.

7. A door intrusion beam, required for the performance of a vehicle's frontal impact occupant protection system, has been deformed.

Note 1

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

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**
- **Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999**
- **Land Transport Rule: Door Retention Systems 2001**.

Condition

1. 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.

2. 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.

3. A seatbelt anchorage and its mounting location must:

    a) be of a strength appropriate to both the vehicle and the seatbelt, and

    b) be structurally sound and free of corrosion, and

    c) not be damaged or distorted.

4. A door retention system and its mountings must be safe, structurally sound and in good working order.

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