Correct as at 25th June 2026. It may be superseded at any time.

Extract taken from: Light vehicle repair certification > General repairs > Fire damage

9-5 Fire damage

Reasons for rejection

1. A body panel has not had all fire contamination and residue removed from its cavities and the vehicle's corrosion protection restored.

2. A structural component has suffered heat damaged beyond its intended limits.

3. During the inspection of a vehicle there is evidence found that the vehicle has been fire damaged and it has not been recorded as fire damaged in the NOTES screen (Note 4).

4. A body panel or structure has fire contamination or residue.

5. Corrosion protection has not been restored as near as is practicable to the OE specifications.

6. The manufacturer's repair procedures have not been followed for all replacement parts, components or systems.

Note 1

The repair certifier must retain documented proof of all replacement components with the vehicle file.

Note 3

Where any component is retained and requires inspection, a record of this must be retained by the repair certifier with the vehicle file.

Note 4

The repair certifier must contact NZTA if the repair certifier notes at any stage that the vehicle has been subjected to fire damage and that the vehicle is not noted in LANDATA as being fire damaged.

Notify details of the vehicle and damage to the NZTA's Permitting Assessments team at **FRR@nzta.govt.nz**.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**.

Repair requirements

1. All body panels and structure must have all fire contamination and residue removed from their cavities and the vehicle's corrosion protection restored.

Certification process

2. The repair certifier must specify what repairs must be carried out to reinstate the vehicle to requirements of the Repair Rule (and any other relevant rules). The repair certifier should indicate at what stages he wishes to inspect the vehicle before repairs can proceed.

3. When carrying out inspections, the repair certifier must obtain documents that outline the history of the replacement components. The Repair Rule requires that designated components must be replaced with new or with used components. For used components the full history of the donor vehicle must be known and that history must not prevent the vehicle from being restored to within safe tolerance of its state when first manufactured.

a) Intermediate inspections must occur at a time when a repair certifier can determine with confidence that the repairs have been carried out in accordance with their instructions and the rules.

b) In the final inspection a repair certifier must only certify a vehicle as being compliant, if they are fully satisfied that all necessary repairs have been completed to their instructions and the vehicle is now compliant with the Rule.

c) Once point (b) is complete the vehicle may go through the entry level inspection to allow it to be registered. The vehicle is still subject to the entry requirements.

Page amended **13 December 2017** (see **amendment details**).