

7 October 2016

**VIRM: Light vehicle repair certification update –
effective 7 October 2016**

List of changes

- To view the current page, click on the link in the section column.
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- To view the changes to requirements for water damaged light vehicles only, download the [Water damage changes](#) document.

Section	Change description
<u>Introduction 3 Inspection and certification process</u>	<ul style="list-style-type: none"> • References to LT307 added • Document retention requirements updated • Items added to 3.3 Establishing whether a vehicle must be repair certified • 'or qualified welding certificate or I-CAR welding certificate to carry out welding repairs to the appropriate standard' added regarding repair instructions
<u>Introduction 7 Sample certification documents</u>	<ul style="list-style-type: none"> • Sample LT307 added
<u>Introduction 8 Definitions and abbreviations</u>	<ul style="list-style-type: none"> • KSDP added
<u>2-5 Other pillars and doors</u>	<ul style="list-style-type: none"> • New Rfr about door intrusion beams and frontal impact occupant protection system added
<u>9-1 Water damage</u>	<ul style="list-style-type: none"> • For a vehicle purchased on or before 1 September 2016 and border checked before 1 October 2016, if there is conclusive evidence to support that the vehicle has not been fully immersed and a deviation from the requirements of Table 9-1-1 is sought this must be presented to the Vehicles team, Technical Services at the Transport Agency and permission may be granted to deviate from the requirements listed the table. <p>Vehicles purchased on or after 1 September 2016 and/or border checked on or after 1 October 2016 must be treated as fully submerged and deviations will not be considered by the Transport Agency.</p> <ul style="list-style-type: none"> • Table 9-1-1 extensively revised
<u>9-2 Welding</u>	<ul style="list-style-type: none"> • Welds must be completed to NZS 1544 (or a certified I-CAR accreditation).
<u>Technical bulletin 4 Threshold for requiring repair certification</u>	<ul style="list-style-type: none"> • Changes made to align with VIRM: Entry certification • Addition of sub-frames, suspension arms, doors and frontal impact systems to corrosion damage section • References to Technical bulletin 6 added
<u>Technical bulletin 6 LT307 standard operating procedure</u>	<ul style="list-style-type: none"> • New technical bulletin outlining the process for issuing an LT307