

# **STRUCTURAL REPAIR CODE OF PRACTICE**

**As agreed between the following stakeholders: CRA, MTA, RCA, MIA and NZTA**

## **Purpose**

The purpose of this Code of Practice as agreed by the above stakeholders, is to ensure the performance of safe repairs and the ongoing compliance of structurally damaged in-service light vehicles.

## **Definition and Repairer Criteria**

### **Definition of Structural Damage**

Damage involving critical structural elements that control collision or other load paths and require either repair or replacement taking into account manufacturers repair criteria and specifications.

### **Definition of Structural Repair**

Repairs involving critical structural elements that control collision or other load paths including, but not limited to:

- Any structural member requiring replacement or repair.
- Any welded, adhesive bonded or rivet bonded panels that form part of the body structure and require replacement.

### **Minimum Equipment Levels**

- Calibrated Electronic or Manual 3 Dimensional Measuring or Jig Alignment system that is supported with data, servicing and training by a professional organisation.
- Welding equipment capable of producing quality welds for all welding functions required as per the vehicle manufacturer's approved repair manual. Any equipment required to perform safe repairs in a modern collision repair facility eg. Inverter Spot Welder and Inverter MIG Welder – steel / bronze / aluminium.
- An appropriate workshop with the necessary body alignment machinery, tooling and equipment to enable safe and successful quality repairs to be performed.
- Vehicle hoist/Lift with adequate lighting for inspection and underbody access.

### **Methodology**

- Structural Repair Technicians must reference current manufacturer's repair specifications, where available, against the specific vehicle repair job. If manufacturers repair data is not available or is outdated, then repair specifications will need to be obtained from an alternative source eg. Thatcham or I-CAR NZ. This information will be included in the Declaration Record of Repair.

## **Repairer and Assessor Competence**

### **Repairer:**

- All technicians carrying out or supervising structural repairs must have successfully completed current recognised industry training qualifications in welding, bonding and repair techniques. *(eg. I-CAR NZ Bronze accreditation and I-CAR NZ welding accreditation or alternative)*
- Evidence of ongoing industry recognised training must be provided at audit.

### **Assessor:**

- Any motor vehicle assessors undertaking or supervising structural repair assessments should be motor trade qualified with current relevant qualifications with proof of ongoing training *(eg. I-CAR NZ Bronze accreditation or equivalent)*.

## **Auditing and documentation requirements**

### **Auditing**

Quality audits of the repair facilities are to be conducted regularly by the stakeholders.

### **Documentation**

The Structural Repair Checklist and Record of Repair Declaration when completed will require a declaration signature of an authorised representative of the business.

## **Structural repairs performed outside of the Insurer Repairer Network**

- Will be encouraged to adhere to the Structural Repair Code of Practice where practicable.

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