

## Guidelines for using Second Hand Components from Water and Flood Damaged Vehicles



S u p p o r t i n g   N e w   Z e a l a n d ' s   R e p a i r   C e r t i f i c a t i o n   I n d u s t r y

Due to several recent (and catastrophic) weather events, there are a substantial number of vehicles being written off by insurance companies due to flood or water damage, which are now being sold through various auction houses. It is likely many of these vehicles will be purchased by auto dismantlers, who in most instances, will be looking to strip out and on-sell all manner of second hand components.

To meet the requirements of the Light Vehicle Repair Certification Vehicle Inspection Requirements Manual (Repair VIRM), Repair Certifiers **MUST** establish the origin of second hand replacement components. Without exception electronic and electrical components sourced from a water damaged vehicle **MUST NOT** be used in a vehicle being repair certified. For further information please review the [Repair VIRM](#).

Importantly, bolt-on panels (e.g. guards, doors, bonnets, tailgates, etc.), welded unibody panels and sub-assemblies (e.g. quarter panels, sill/rocker panels, pillars, etc.), and full-frame chassis structures sourced from water damaged vehicles may be used in a vehicle that is being repair certified. However, these components **STILL REQUIRE** close examination by the Repair Certifier to ensure any water damage contamination is removed, and the appropriate treatment process is completed, prior to installation.

The Repair Certifier must ensure any second hand replacement components used in the repair of the vehicle have evidence of the following:

- a) The origin of the replacement component; and
- b) the donor vehicle meets the same standards as the vehicle being repaired; and
- c) the replacement component meets the same specifications as the component being replaced; and
- d) the replacement component is within the manufacturer's tolerances or specifications.

To assist in meeting these requirements, RepairCert NZ has developed the attached Declaration Form 'Second Hand Replacement Components', for Repair Certifiers to use when determining if the second hand replacement components will be fit for purpose, safe, and compliant.

The form includes a 'Supplier Declaration Section' for the supplier to sign confirming that the replacement components from the donor vehicle(s) are 'Like, Kind and Quality' (LKQ), with the added proviso that any electronic and electrical components they have supplied are not sourced from water damaged vehicles.

**Note:** *The use of the Second Hand Replacement Components Declaration Form does not override the requirements of the VIRM, Technical Bulletin 2 (Salvaged Airbags).*

It is well known that some second hand components are imported into New Zealand within container shipments, which makes it virtually impossible to trace their history. In these instances, the parts supplier must provide as much information as possible relating to the identification, description, and origin of the second hand replacement components in the appropriate section of the form. A thorough visual inspection by the Repair Certifier of the second hand replacement components should also be completed. A pragmatic, common-sense approach is to be applied in these instances.

Needless to say, all Repair Certifiers are well aware of the many 'tricks' and 'short cuts' that are occasionally used by some operators in the second hand components supply industry. With that in mind, it is the responsibility of the Repair Certifier to ensure that any second hand replacement components used in a vehicle being repair certified are fit for purpose, and that the appropriate steps have been taken to ensure they are safe and compliant.

RepairCert NZ strongly recommends Repair Certifiers check:

**1. The VIN number** of the donor vehicle on the Waka Kotahi website [‘Written off and damaged vehicles’](#).

Checking a donor vehicle VIN number quickly identifies the reason why the vehicle was written off, as below.

\*W - flood-water damaged vehicle  
 \*F - fire damaged vehicle  
 \*S - written off vehicles (both statutory write off and economic repairable write-off vehicles)  
 \*WS - written off due to flood/water damage (both statutory write off and economic repairable write-off vehicles)  
 \*FS - written off due to fire damage (both statutory and economic repairable write-off vehicles)

Vehicle Make  VIN

[Download data set as CSV](#)

VIN/Chassis	Make	Model	Damaged*	Date
VSKJVWR51A0269764	NISSAN	Pathfinder	W	13 March 2023
WBA1R520X05C75558	BMW	118I	W	13 March 2023
WWWZZZAUZJW092511	VOLKSWAGEN	Golf	W	13 March 2023
WDC1569462J166329	MERCEDES-BENZ	GLA250	W	13 March 2023

**2. LANDATA** where entries in the notes section can also provide further information on the condition of the donor vehicle.

Customer No [redacted]  
 VIN/Chassis [redacted] NISSAN PATHFINDER  
 Plate [redacted]  
 BTN [redacted] Entered By [redacted]  
 Payment No [redacted] Enforcement No  
 Latis Id [redacted] Note Class [redacted]

Scroll Back From Date [redacted] Print Notes No

Mnt	Date	Text
<input type="checkbox"/>	14FEB23	NOTES CHECKED.
<input type="checkbox"/>	14FEB23	FAILED: SUPPLY PROOF OF OWNERSHIP-PROTO ID. L/F SEATBELT LOWER
<input type="checkbox"/>	14FEB23	ANCHORAGE CORRODED TO REPLACE. REFER REPAIR CERTIFIER FOR CORROSI
<input type="checkbox"/>	14FEB23	ON ON TAILGATE SIRCUTURE SEAMS, ASSESSMENT FOR POSSIBLE WATER
<input type="checkbox"/>	14FEB23	DAMAGE. L/F FOG LIGHT N/A., HEADLAMPS FAPDED TO CLEAN.
<input type="checkbox"/>	14FEB23	NOTE: SURFACE RUST ON D/RBODY
<input type="checkbox"/>	09MAR23	WATER DAMAGED CONFIRMED: OWNER KNOWS.
<input type="checkbox"/>	13MAR23	Water damaged, notified by owner

FOR FURTHER INFORMATION PLEASE CONTACT REPAIRCERT NZ.