

Motor Vehicle Registry Information Bulletin

V31 - Repair or Welding of Vehicle Components

(Effective Date 5 November 2018)

Introduction

This bulletin is intended to provide information regarding the repair or modification of structural vehicle components such as; chassis, body structure, engine mounts, suspension, steering shafts, drive-line components, towing connections and any other key structural component that affects the safety or roadworthiness of a vehicle.

The body structure of modern vehicles is generally designed to minimise weight whilst still complying with occupant protection standards. This has resulted in the increasing use of light weight composite structures, high strength steels and alloys.

Vehicle structures can be made up of a combination of these materials and use a variety of construction techniques ranging from specialised welding to riveting and adhesive bonding. Such vehicle structures require specialised repair techniques to ensure that the impact protection characteristics and strength are not compromised by repairs or vehicle modifications.

General Requirements

Prior to commencing a structural repair or modification, the repairer must ascertain the vehicle manufacturer's recommended repair or welding procedure and be prepared to certify that the welding or repair, including materials used have been carried out in accordance with the vehicle manufacturer's recommendations.

Where such recommendations do not exist (i.e. for some older vehicles), then unless otherwise specified, any welding carried out to structural components must be carried out in accordance with Australian/New Zealand Standard, AS/NZS 1554 Structural steel welding. All welding must be carried out by a suitably qualified welder.

Welding of components such as front stub axles, suspension and steering components is not normally recommended. However, if the manufacturer permits welding on these components, the components may be welded in accordance with the manufacturer's requirements. Non-destructive testing may also be required to ensure the welding is satisfactory. Any tests are the responsibility of the owner.

When repairs or approved modifications are completed, the welder or his employer must certify in writing that the repairs have been carried out in accordance with the manufacturer's specifications or (where such specifications do not exist – i.e. older vehicles), AS/NZS 1554 Structural steel welding.

The certification should be kept by the owner and presented to the inspector as required at time of inspection. Engineering certification may also be required to confirm that the repairs or modifications have not compromised the vehicle's strength or compliance with vehicle safety standards.

All work must be performed in accordance with recognised industry repair methods, codes of practice and standards.

Further Information

Northern Territory Light Vehicle Inspection Manual

<https://nt.gov.au/driving/rego/vehicle-compliance-and-modification/vehicle-standards-for-registration>

National Heavy Vehicle Inspection Manual

<https://nt.gov.au/driving/heavy/heavy-vehicle-inspection-standards>

Information Bulletin V32(lv) – Light Vehicle Modification

<https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

Information Bulletin V32(hv) – Heavy Vehicle Modification

<https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

Information Bulletin V83 – Northern Territory Recognised Engineering Signatories

<https://nt.gov.au/driving/industry/vehicle-information-bulletins-and-forms>

Motor Vehicle Registry (MVR)

<https://nt.gov.au/driving/driverlicence/motor-vehicle-registry-mvr/find-a-motor-vehicle-registry-mvr-office>