

PAS 125:2011

Automotive services – Specification for vehicle damage repair processes



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Foreword

This Publicly Available Specification, PAS 125:2011, revises and replaces PAS 125:2007 and has been prepared by BSI to bring the specification for vehicle damage repair (formerly vehicle body repair) processes up to date in line with technological developments and currently recognized good practice.

Following the correct application of this PAS it will be the repair process, not the vehicle repairer or the repair, for which conformity with the requirements of this PAS can be claimed.

It has been assumed in the preparation of this PAS that the execution of its provisions will be entrusted to a competent person or persons for whose use it has been produced.

Acknowledgement is given to the following organizations that have assisted with the development of this specification by nominating and supporting experts to undertake the necessary research and drafting.

ABP Club;
Akzo Nobel Coatings Ltd;
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amend this PAS on receipt of authoritative advice that it is appropriate to do so.

This PAS will be reviewed at intervals not exceeding two years, and any amendments arising from the review will be published as an amended Publicly Available Specification and publicized in *Update Standards*.

This PAS is not to be regarded as a British Standard. It will be withdrawn as a PAS upon publication of its content in or as a British Standard.

Presentational conventions

The provisions of this PAS are presented in roman (i.e. upright) type. Its requirements are expressed in sentences in which the principal auxiliary verb is "shall". Its recommendations are expressed in sentences in which the principal auxiliary verb is "should". The use of the auxiliary verb "can" indicates that something is technically possible and the auxiliary verb "may" indicates permission.

Contractual and legal considerations

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

The inclusion of reference to PAS 125:2011 in documentation relating to a particular vehicle damage repair process represents the repairer's declaration of conformity (see Clause 6) for the repair process employed in that repair. The accuracy of the claim is therefore solely the responsibility of the repairer. Such a declaration is not to be confused with conformity certification provided by an independent third party certification body.

Compliance with this PAS does not in itself confer immunity from legal obligations.

1 Scope

This Publicly Available Specification (PAS) specifies requirements for automotive vehicle (vehicle) damage repair processes undertaken at fixed facilities or through provision of a mobile service and includes requirements for:

- repair processes;
- competence of personnel;
- tools and equipment;
- parts and controlled consumables;
- repair process management;
- quality control.

This PAS also includes requirements for declarations of conformity to its provisions.

This PAS covers the removal and refitting or replacement of windscreens, other vehicle glazing and mechanical parts undertaken as part of the vehicle damage repair process.

PAS 125 does not cover motorcycles (with or without sidecars), 3 wheeled vehicles or vehicles over 5 tonnes GVW.

This PAS excludes windscreen repair undertaken as a separate activity, for which there is a code of practice, BS AU 242a.

2 Normative references

There are no external documents essential to the application of this PAS.

3 Terms and definitions

For the purposes of this PAS the following terms and definitions apply.

3.1 vehicle

automotive vehicle that is:

- designed and constructed for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat (Category M1); or
- designed and constructed for the carriage of passengers and comprising more than eight seats in addition to the driver's seat and having a maximum mass not exceeding 5 tonnes (Category M2); or
- designed and constructed for the carriage of goods and having a maximum mass not exceeding 5 tonnes (Category N1 and part N2).

3.2 awarding organization

entity that awards accredited qualifications

NOTE *To be eligible to award accredited qualifications, it is necessary that awarding organizations meet the requirements of relevant regulatory authorities.*

3.3 controlled consumables

products used in vehicle damage repair processes that are intended to be stocked, used up and replaced as required but which require particular care in storing, handling or application (e.g. brake fluids; air conditioning refrigerants)

3.4 customer

owner of a vehicle or owner's agent authorized to instruct repairs

3.5 document

(verb) to record information in readable form

(noun) readable information in written, printed photographic or electronic form

3.6 industry recognized qualification

a competency qualification founded on relevant National Occupational Standards (NOS), accessible to interested parties and capable of supporting individual recognition by means of 'outcome criteria' which are assessed against industry set, current competences

3.7 procedure

set of instructions for achieving a particular goal or objective

3.8 repair

reinstatement of specified areas of damage on a vehicle to their pre-damaged condition in accordance with a relevant repair method

3.9 relevant repair method

specification for vehicle damage repair, developed and made available for others to use by the vehicle manufacturer or a recognized research facility in accordance with the vehicle manufacturer's design and performance intent or in the absence of such a method, developed by a currently competent person in respect of the vehicle type under repair

3.10 repairer

commercial or legal entity that undertakes vehicle damage repair