



BSI Standards Publication

Safe working of vehicle breakdown, recovery and removal operations — Management system specification



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Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 46, an inside back cover and a back cover.

Foreword

Publishing information

This PAS was sponsored and developed by SURVIVE¹⁾. Its development was facilitated by BSI Standards Limited and it was published under licence from The British Standards Institution. It came into effect on 30 September 2018.

SURVIVE is a partnership between the Government, the Police Service, motoring services organizations and the motoring industry. SURVIVE aims to improve the safety of road recovery operators' employees and customers in breakdown, recovery and removal situations.

The following organizations have contributed to the development of PAS 43 directly or through their involvement with SURVIVE:

- AA;
- Allianz Partners;
- Association of British Certification Bodies (ABCB);
- Association of Vehicle Recovery Operators (AVRO);
- AXA Assistance;
- Federation of Certification Bodies FCB;
- Greenflag;
- Habilis Health and Safety Solutions Limited;
- Highways England;
- Institute of the Motor Industry (IMI);
- Institute of Vehicle Recovery (IVR);
- LV Britannia Rescue;
- National Police Chiefs' Council (NPCC);
- RAC;
- Roadside Emergency Action Concerning Tyres (REACT);
- Road Rescue Recovery Association (RRRA);
- Scottish Vehicle Recovery Association.

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 It will be withdrawn upon publication of its content in, or as, a British Standard.

The PAS process enables a specification to be rapidly developed in order to fulfil an immediate need in industry. A PAS may be considered for further development as a British Standard, or constitute part of the UK input into the development of a European or International Standard.

¹⁾ See www.survivegroup.org

Supersession

This PAS supersedes PAS 43:2015 which is withdrawn.

Prior to publication of a revision of the PAS, a forum needs to be convened by the SURVIVE Steering Group to which all accredited bodies are invited to send representation. The aim of the forum is to inform accredited bodies of the changes proposed in the latest edition of the PAS and for the forum to agree a common interpretation by assessors and inspectors in order to ensure consistency of standards across all accredited or inspected organizations.

Requirements introduced by PAS 43:2018 and the timescale for their implementation can be found on the SURVIVE website.

Relationship with other publications

PAS 43:2018 is intended to be read, and used, in conjunction with the current version of the *SURVIVE Best Practice Guidelines* [N1]. The *SURVIVE Best Practice Guidelines* primary objective is to help to ensure the safety of all concerned, whilst technicians are working on breakdowns, recoveries and removals on all types of roads. The *SURVIVE Best Practice Guidelines* are not intended to replace PAS 43, but are to be seen as complementary to PAS 43.

Attention is drawn to BS 7121-12, which covers the safe use of recovery vehicles and equipment. Attention is also drawn to BS 7901, which contains specifications for recovery vehicles and vehicle recovery equipment, and to which all recovery vehicles manufactured from January 2004 might conform.

Information about this document

Assessed capability. Users of this PAS are advised to consider the desirability of quality system assessment and registration against the appropriate standard in BS EN ISO 9001 by a certification/assessment body accredited by a National Accreditation Body such as UKAS or a signatory to the International Accreditation Forum (IAF), or the European Cooperation for Accreditation (EA) or an alternative recognized accreditation body.

Use of this document

It has been assumed in the preparation of this PAS that the execution of its provisions will be entrusted to appropriately qualified and experienced people, for whose use it has been produced.

If it is considered that an organization holding a current PAS 43 certificate issued by an accredited certification or inspection body is failing to meet the requirements of the PAS, it is recommended that a complaint is registered using the procedure given in Annex G.

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, which are not mandatory, are expressed in sentences in which the principal auxiliary verb is "should" or "may".

Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.

Contractual and legal obligations

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

Compliance with a PAS cannot confer immunity from legal obligations.

Introduction

Vehicles that are incapacitated due to a breakdown or accident carry a high risk of causing danger to their occupants and other road users and are a potential cause of traffic congestion. The rapid and unhindered attendance of a competent road recovery operator is a means of reducing these risks.

In order to meet legislation, standards and best practice, and in the best interests of the public, there is a need to promote standards of safe working amongst road recovery operators.

Reference is made throughout this PAS to legislation, regulations and standards applicable within the UK. Where this PAS is used outside the UK, attention is drawn to equivalent national legislation, regulations and standards.

PAS 43 contains requirements for the management of road recovery operators with the aim of improving health and safety and promoting best practice. The specification requirements described in this document can be used to give vital assurance both inside and outside this industry sector.

1 Scope

This PAS specifies requirements for a management system for road recovery operators. The requirements contained within it are intended to provide safe working arrangements for road recovery operator technicians and road users. It outlines best practice procedures for:

- a) attending vehicle breakdowns and their recovery and/or removal;
- b) other aspects of vehicle breakdown, recovery and removal by specifying requirements for:
 - 1) the type, maintenance and safety marking of road recovery vehicles and their equipment (see Clauses 6 and 7 and Annexes A and B);
 - 2) the training, competence and behaviour of road recovery technicians (see Clause 10, Clause 11, Annex C and the SURVIVE Website);
 - 3) the use of personal safety and protective equipment and clothing (PPE) by road recovery technicians (see Clause 8);
 - 4) the maintenance and organization of road recovery operators' premises (see Clause 9);
 - 5) the effective implementation and maintenance of standard operating procedures (see Clause 5).

NOTE PAS 43 might apply at locations other than at the roadside which are controlled by other regulations and best practice.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes provisions of this document. For undated references, the latest edition of the referenced document (including any amendments) applies.

BS EN 166, *Personal eye protection – Specifications*

BS EN 352-1, *Hearing protectors – General requirements – Part 1: Ear muffs*

BS EN 388, *Protective gloves against mechanical risks*

BS EN 397, *Industrial safety helmets*

BS EN ISO 9001, *Quality management systems – Requirements*

BS EN ISO 20345, *Personal protective equipment – Safety footwear*

BS EN ISO/IEC 17020:2012, *Conformity assessment – Requirements for the operation of various types of bodies performing inspection*

BS EN ISO/IEC 17021-1, *Conformity assessment – Requirements for bodies providing audit and certification of management systems – Part 1: Requirements*

BS EN ISO/IEC 17050-1, *Conformity assessment – Supplier's declaration of conformity – Part 1: General requirements*

BS EN ISO 20471, *High visibility clothing – Test methods and requirements*

Other publications

[N1] THE SURVIVE GROUP. *SURVIVE Best Practice Guidelines*. Available from: www.survivegroup.org/pages/publications/best-practice-guidelines (viewed July 2018)²⁾

[N2] Driver and Vehicle Standards Agency (DVSA). *Guide to maintaining roadworthiness Commercial goods and passenger carrying vehicles*. 2018. Available from: <https://www.safedrivingforlife.info/sites/default/files/PDF/guide-to-maintaining-roadworthiness.pdf> (viewed July 2018).

[N3] UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE. UNECE Regulation 65. *Uniform provisions concerning the approval of special warning lamps for power-driven vehicles and their trailers*. Available from: <http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2011/r065r2e.pdf> (viewed July 2018).

3 Terms and definitions

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

NOTE The definitions in Clause 3 differ to BS EN ISO 9000 to fit with the application of this PAS.

3.1 breakdown

situation where a vehicle is immobilized or unsafe to drive through a failure that is not the result of an incident

3.2 casualty vehicle

vehicle that is to be repaired, recovered or removed

3.3 competent assessor

person who has appropriate practical and theoretical skills, experience and/or training relevant to the assessment being completed

3.4 Competent person

person who has appropriate practical and theoretical knowledge skills and experience relevant to job role and the type of vehicles and/or equipment to be inspected and who is capable of detecting defects or weaknesses and assessing their importance in relation to the safety and continued use of the vehicle and/or equipment

²⁾ This can be downloaded free of charge from the SURVIVE website www.survivegroup.org

3.5 competent trainer

person who has the appropriate experience and qualifications (measured through the appropriate documentation, certification or equivalent) as stipulated in 11.1.3

3.6 employer

person or organization that uses or engages the services of another

3.7 management

collective body of people who manage or direct an organization

3.8 near miss

incident that, whilst not actually causing any injury or damage, came very close to doing so

{SOURCE: *SURVIVE Best Practice Guidelines* [N1]}

3.9 organization

body that provides breakdown and/or recovery/removal services

3.10 recovery

operation or activity required to facilitate vehicle removal

3.11 removal

operation or activity which deals with removing a broken down, abandoned or accident damaged vehicle which cannot be repaired in situ and driven away unaided

NOTE 1 The casualty vehicle should be capable of being removed by a flat tow, a suspended tow (utilizing an underlift or wheel fitting frame) or by a vehicle transporter.

NOTE 2 The definition of removal for the purpose of this PAS differs from its usage in relevant road traffic regulations.

3.12 road recovery operator

organization, company or sole trader who undertakes the provision of vehicle roadside assistance, repair, removal or recovery at or from the roadside

3.13 road recovery vehicle

vehicle that is capable of carrying out breakdown, recovery or removal activities

3.14 risk assessment

method of assessment in five steps:

- identify the hazards;
- decide who might be harmed and how;
- evaluate the risks and decide on precautions;
- record significant findings; and
- review the assessment and update if necessary.

NOTE 1 Dynamic assessment might only be possible and is acceptable in a live situation where it is not possible to record findings.

NOTE 2 Attention is drawn to Regulation 3 of the Management of Health and Safety at Work Regulations 1999 [1].

{SOURCE: Health and Safety Executive, 2014 [2], modified}

3.15 running lane

lane of any road that is either in use or available for use by the general public

3.16 safe working load (SWL)

maximum load that a machine is permitted to carry taking into account the maximum working load, the minimum breaking load of the material from which it is made and the nature of the work that it is required to do

NOTE It is acknowledged that road recovery equipment manufacturers might use the term Rated Capacity, which is maximum load (mass), as assessed by a competent person which an item of lifting equipment can raise, lower or suspend [derived from BS 7901:2002].

3.17 technician

person who has received training in the repair and/or recovery/removal of vehicles (traceable to the National Occupational Standards [3]) and who has been assessed to work competently alone and unsupervised

3.18 working load limit (WLL)

maximum load that the equipment manufacturer has stipulated that the machine can lift in normal use

3.19 disabled person

someone who has a physical or mental impairment that has a “substantial” and “long-term” negative effect on their ability to do normal daily activities

NOTE 1 This can include, but is not restricted to, persons who have a hearing or sight impairment, a mobility difficulty caused for example, by arthritis, mental health conditions or learning difficulties.

NOTE 2 A disabled person can also be a vulnerable person.

3.20 vulnerable person

person subject to enhanced or additional risks

3.21 smart motorway

motorway which uses a range of technology to vary speed limits in response to driving conditions, and on which the hard shoulder is made available as a running lane, either permanently or when traffic volumes are sufficient to require additional motorway capacity

4 General

4.1 Insurance

Management shall ensure that they have applicable insurance cover for the organization’s activities, detailed in a schedule, where appropriate, e.g.:

- a) premises;
- b) vehicles;
- c) customers’ vehicles and property;

- d) personal injury;
- e) public liability;
- f) employers' liability;
- g) contractual responsibilities.

4.2 Environmental emissions and generation of waste

Breakdown and recovery activities, including the use of vehicles and production of waste, can have an adverse impact on the environment, including the use of non-renewable natural resources and the production of greenhouse gas emissions. To contribute towards the reduction of these impacts management shall:

- a) ensure that road breakdown and recovery vehicles are used for operational and business purposes only, except with express permission from management;
- b) communicate to employees the benefits of fuel efficient driving techniques and the benefits of switching off vehicles when not required, to assist in the reduction of roadside emissions.

NOTE 1 For example:

- 1) *driving smoothly and within applicable speed limits;*
- 2) *changing gears at the appropriate time and not holding the vehicle in lower gears more than required;*
- 3) *stopping and starting less;*
- 4) *braking smoothly;*
- 5) *not leaving the vehicle idling when unnecessary;*
- 6) *checking tyre pressures;*
- 7) *ensuring maintenance is regularly carried out.*
- c) give regard to the need to select vehicles that minimize the emissions of pollutants and greenhouse gases;
- d) identify the waste streams generated by their activities and ensure all waste products are effectively captured, segregated, where required, and securely stored. These shall be recycled or disposed of via an authorized person(s) and waste transfer records retained (see Note 4);
- e) ensure registration or exemptions are held with the appropriate enforcement authority for the carriage of waste, where required;
- f) ensure procedure training and appropriate equipment is provided to road recovery operatives and technicians in order to deal with roadside spillages that occur during the breakdown, recovery or removal operations. This shall include an escalation process to ensure appropriate authorities are notified of any spillages which cannot or should not be dealt with by the road recovery operator.

NOTE 2 Attention is drawn to the guidance relating to waste hierarchy requirements produced under Waste Regulations England and Wales 2011 [4].

NOTE 3 Attention is drawn to the environmental management systems standard BS EN ISO 14001 and BS 8555 for Small Medium Enterprises (SMEs).

NOTE 4 Attention is drawn to the Hazardous Waste Regulations (England and Wales) 2005 [5]; the Hazardous Waste Regulations (Northern Ireland) 2005 [6] and the Special Waste Amendment (Scotland) Regulations 2004 [7], and the requirement for retention of waste transfer records, which are two years for non-hazardous waste, and three years for hazardous waste.

NOTE 5 Further guidance on the requirements relating to the storage of ELV vehicles is given in "Guidance on the Standards for Storage and Treatment of End-of-life vehicles" available from: www.environment-agency.gov.uk.

NOTE 6 Attention is drawn to the potential requirement for a Waste Carrier's Licence.

4.3 Agreements with public sector bodies, Highways England or the police service

Where agreements exist or are entered into, management shall incorporate any such agreements between their organization and motoring organizations, public sector bodies, Highways England or the police service concerning the provision of breakdown, recovery and removal services, into their standard operating procedures in accordance with Clause 5.

5 Standard operating procedures

Management shall document implement and maintain standard operating procedures in accordance with the current version of the *SURVIVE Best Practice Guidelines* [N1]. The standard operating procedures shall contain as a minimum requirements relating to:

- a) induction training for vehicle technicians (see 11.2);
- b) competence assessments and refresher training for vehicle technicians (see 11.3);
- c) vehicle technician identity cards (see 10.2);
- d) specific equipment to be carried on vehicles (see Clause 7);
- e) inspection, maintenance, testing and examination of road recovery vehicles and equipment (including frequencies) (see 6.2);
- f) cleanliness and tidiness of road recovery vehicles (see 6.3);
- g) policy on personal protective equipment use, maintenance and replacement (see Clause 8);
- h) breakdown agreements with public sector bodies, highways authorities or the police (see 4.3);
- i) customer service (see Clause 12);
- j) disabled and vulnerable customers (see 12.2 and 12.3).

NOTE 1 The areas contained within Annex D, concerning customer service, should be regarded as current best practice and considered for inclusion within the standard operating procedures.

NOTE 2 Attention should be paid to the requirements of motorists or customers who might be considered or might consider themselves "vulnerable" during the repair, recovery or removal of their vehicle and these requirements considered for inclusion within the standard operating procedures of the organization.

NOTE 3 Attention is drawn to the Data Protection Act 1998 [8] and the Computer Misuse Act 1990 [9].

NOTE 4 Attention is drawn to the GB Domestic Driving Hours Regulations [10], the Tachograph Regulations [11] Drivers CPC Regulations [12] and the Working Time Regulations 1998 [13].

6 Vehicles

6.1 General

Management shall ensure that road recovery vehicles are fit for their intended use (including adequate payload and weight distribution) (see Notes 1 to 5).

Management shall ensure that all vehicles used for recovery or removal have a current MOT (Department for Transport) Certificate or Certificate of Roadworthiness issued by the Driving and Vehicle Standards Agency (DVSA)³⁾ approved testing station, or if testing for either of these certificates is not possible, evidence to this effect.

Management shall ensure that technicians are trained and competent (in accordance with Clause 10) to ensure that the vehicle they use is in a safe and efficient state; written policy and training documentation shall support this.

Management shall ensure that all persons driving/operating vehicles are trained to ensure that they have a full understanding of their obligations and responsibilities in UK/EU law for the vehicle they drive and its load. Recorded documentation shall acknowledge confirmation of this understanding and obligation.

Management shall ensure that any vehicle that is not roadworthy is not allowed to commence or continue a tour of duty.

NOTE 1 When selecting road recovery vehicles for purchase in terms of vehicle design, attention is drawn to BS 7901.

NOTE 2 When selecting road recovery vehicles for purchase in terms of vehicle design, consideration should be given to the ability of the technician to be able to exit and enter the vehicle via the front passenger door. Wherever possible, this ease of access/egress should be a main consideration, so far as is reasonably practicable, alongside operational requirements.

NOTE 3 Attention is drawn to the Road Vehicles (Construction and Use) Regulations 1999 [14].

NOTE 4 Attention is drawn to the requirements of European Community Whole Vehicle Type Approval (ECWVT) [15] which is compulsory for all new vehicles.

NOTE 5 Weighbridge and test certificates, as appropriate, should be available for inspection at all times to demonstrate safe working load (SWL) or working load limit (WLL); these load limits should be displayed on the vehicle and be clearly visible. The weighbridge and test certificates should be used to ensure that the relevant plated weights have not been exceeded.

6.2 Inspection and maintenance

Management shall ensure that regular safety inspections of road recovery vehicles are pre-planned and completed by competent persons. The frequency of safety inspections shall either be determined by assessing the level of mechanical degradation likely to be incurred over a period of time as a result of the vehicle's usage or at pre-determined mileage frequencies. Management shall take account of the requirements of the DVSA Guide to Maintaining Road Worthiness 2018 [N2] when planning these inspections.

Management shall ensure that a system of reporting and recording defects is in place and those records of defects and repairs are maintained.

Management shall ensure that road recovery vehicles are serviced, examined, tested and maintained by competent persons in accordance with the vehicle and equipment manufacturers' requirements and recommendations.

³⁾ Available from www.gov.uk/government/organisations/driver-and-vehicle-standards-agency.

Detailed records of inspections, servicing, examination, testing and maintenance shall be maintained and be readily available for a period of fifteen months or as directed by the Traffic Commissioner.

6.3 Cleanliness and tidiness

Standard operating procedures (see Clause 5) and technician training documentation shall include instructions for maintaining cleanliness and tidiness in road recovery vehicles. Management shall instruct technicians on how to maintain clean and tidy vehicles, including securing tools and other equipment in the cab.

NOTE Attention is drawn to Environment Agency guidance – Pollution prevention for businesses [16] for the washing of roadside breakdown and recovery vehicles carried out at road recovery operator premises.

6.4 Seat belts

Management shall ensure that road recovery vehicles have seat belts fit for use on each seat.

NOTE 1 Attention is drawn to The Road Vehicles (construction and Use) Regulations 1999 [14], Regulations 46 and 47 and the Motor Vehicles (Wearing of Seat Belts) Regulations 1993 [17].

Management shall ensure that technicians do not transport children in road recovery vehicles without the proper seat restraints being used. All road recovery vehicles shall be fitted with an advisory seat belt notice.

NOTE 2 Road recovery operators are not expected to carry child restraint equipment; this should be provided by the customer.

NOTE 3 Attention is drawn to an exemption in the Motor Vehicles (Wearing of Seat Belts) Regulations 1993 [17] relating to child restraints in situations of unexpected necessity over a short distance.

NOTE 4 An example of an advisory notice is: "ATTENTION! Passengers are reminded that under the Motor Vehicles (Wearing of Seat Belts) Regulations 1993 seat belts must be worn at all times".

NOTE 5 The wearing of a seat belt by drivers and passengers in a vehicle whilst it is stationary can help reduce the severity of injuries if an accident occurs. Technicians, and any passengers, should therefore be encouraged to wear a seat belt at all times when seated in their vehicle, including when the vehicle is parked either on or off the highway.

6.5 Work lamps

Management shall equip road recovery vehicles with work lamps for the illumination of a breakdown, recovery or removal area to facilitate safe working.

NOTE Attention is drawn to the Road Vehicles Lighting Regulations 1989 [18] and subsequent amendments that apply to the fitting and usage of all lights. This regulation states that "no person shall use, or cause or permit to be used a work lamp so as to cause undue dazzle or discomfort to the driver of any vehicle".

6.6 Emergency warning lights

Management shall ensure that road recovery vehicles are fitted with a minimum of two high level amber coloured warning lights independent of the vehicle's normal lighting system or beacons capable of emitting a flashing or rotating beam of light through 360°.

Management shall ensure that lights or beacons are fitted in such a position that they are not obscured from either the side or rear by other equipment carried by or fitted to the vehicle in accordance with the United Nations Commission for Europe (UNECE) Regulation 65 on Special Warning Lamps [N3].

NOTE 1 Motorcycles that are used for breakdown activities should only be required to be fitted with one high level amber coloured warning light or beacon capable of emitting a flashing or rotating beam of light through 360°

NOTE 2 Attention is drawn to The Road Vehicles Lighting Regulations 1989 [18] and subsequent amendments that apply to the fitting and usage of all lights.

6.7 Company details

Management shall ensure that the company trading name and contact details are displayed on road recovery vehicles, using either permanent or magnetic livery, except where contract requirements, such as those for the police service or Highways England, insurance requirements or particular sensitive locations make this impractical.

NOTE Identity of the road recovery organization trading name may be removed if specified by a third party due to contractual/legal requirements.

6.8 Livery

Management shall ensure that road recovery vehicles, trailers and any lifting apparatus are conspicuously liveried to maximize their visibility at the scene of a breakdown, recovery or removal.

NOTE 1 Management should ensure that the requirements of relevant legislation are met; attention is drawn to the following:

- *UNECE Regulation 104 (R104) [19] requires heavy goods vehicles with a gross vehicle weight exceeding 7 500 kg, and trailers with a gross weight exceeding 3 500 kg, and first used after 10 July 2011, to be fitted with conspicuity markings detailed in the Regulations; and*
- *Road Vehicle Lighting Regulations (1989) [18] (RVLR) and UNECE Regulation 48 (R48) [20] give requirements for harmonized installation of vehicle lights and reflectors.*

NOTE 2 Attention is drawn to the requirements for markings on heavy goods vehicles defined in The Road Vehicles Lighting and Goods Vehicle (Plating and Testing) (Amendment) Regulations 2009 [21].

NOTE 3 Guidance on current best practice for vehicle conspicuity is given in Annex A.

6.9 Towing equipment

Management shall ensure that the towing hitch that can be fitted to any road recovery vehicle is suitable for the safe recovery/removal of all forms of trailers (including caravans and boat trailers). The towing hitch shall also be fit for purpose and capable of the safe recovery/removal of vehicles when using towing equipment, e.g. tow pole, "A" frame or towing dolly.

NOTE 1 For mechanical coupling devices, attention is drawn to UNECE Regulation 55 (Directive 94/20/EC) [22]. It should be noted that when towing caravans fitted with an appropriate stabilizer that an extended neck (60 mm high) tow ball is required.

NOTE 2 The mechanical coupling device should be sized accordingly to the towing equipment and in accordance with manufacturer's recommendations.

7 Road recovery vehicle equipment

7.1 Management responsibilities

Management shall ensure that road recovery vehicles carry the tools, equipment and safety equipment necessary to carry out the type of work they are required to undertake in a safe and professional manner.

Management shall keep up-to-date inventories of the tools and equipment kept on each vehicle.

NOTE 1 Attention is drawn to the Provision and Use of Work Equipment Regulations 1998 [23] and the Lifting Operations and Lifting Equipment Regulations 1998 [24].

NOTE 2 Test certificates, as appropriate, should be available for inspection at all times, with SWL or WLL displayed and clearly visible on tools and equipment as applicable. Test certificates should be held in a place of safety.

Equipment that shall be carried on breakdown and recovery/removal vehicles is listed in Annex B, Tables B.1 and B.2 (which includes specifications for some items).

Management shall ensure that technicians who use vehicle tools and equipment are trained and are competent to use them in a safe and efficient manner.

Management shall ensure that tools and equipment are examined, tested and inspected for defects by a competent person at intervals specified within their standard operating procedures. Detailed records of examination, testing and inspection shall be maintained and readily available for the period during which the road recovery operator is responsible for the tools and equipment.

NOTE 3 The intervals between inspections should be in accordance with the manufacturers' specifications or instructions.

NOTE 4 The reference to inspections does not refer to engineering inspections.

Management shall ensure that vehicle tools and equipment are serviced in accordance with manufacturers' instructions.

Management shall ensure that defects are promptly reported and rectified in accordance with standard operating procedures, see Clause 5, as soon after they occur as possible, and that records are maintained.

Management shall allow certification and inspection bodies to carry out unannounced audits on premises, processes, vehicles and equipment.

NOTE 5 Inspection and certification bodies should publish and maintain details of organizations for who they have issued a currently valid PAS 43 certificate. This enables continuation of certificate and vehicle data if a different body is used on a subsequent audit. Inspection and certification bodies should also make information regarding certified organizations available to other bodies that might be carrying out future inspections.

7.2 Technicians' responsibilities

Management shall ensure that technicians comply with training provided by management on tools and equipment on road recovery vehicles.

Management shall ensure that technicians are responsible for ensuring that tools and equipment are in safe and efficient working order and that any that are unfit for use are removed and reported to management (in accordance with standard operating procedures, see Clause 5).

Management shall ensure that technicians do not use tools and equipment unless they are trained and competent in their use.

7.3 Vehicle lifting equipment including winches and winch ropes

Management shall ensure that all vehicle lifting and pulling equipment, including winches and winch ropes, is maintained and is in safe and serviceable condition.

NOTE 1 Attention is drawn to the requirements of the Provision and Use of Work Equipment Regulations 1998 [23] and the Lifting Operations and Lifting Equipment Regulations 1998 [24].

Management shall ensure that the SWL or WLL, as applicable, is marked on the vehicle lifting equipment or the winch casing, and is displayed in a prominent position so that the technician is aware of it.

NOTE 2 Management should ensure that safe systems are in place when a remote control unit is used to operate a winch. Road recovery operators should be informed of the possibility that the remote control unit could interfere with the control of any other winch or lifting equipment being used in the near vicinity due to more than one remote unit operating on the same frequency.

NOTE 3 All new winches should be fitted with a cut out device in accordance with BS 7901, BS 7121-1, BS 7121-12 and BS EN 14492-1 and should be appropriately CE marked.

NOTE 4 The different ratings for the lifting limit and pulling limit should be identified on or adjacent to lifting equipment and winches.

NOTE 5 The requirements of the provision and Use of Work Equipment Regulations 1998 [23] and the Lifting Operations and Lifting Equipment Regulations 1998 [24] apply to recovery airbags.

7.4 Communication system

Management shall ensure that technicians are equipped with and trained in the use of a communication system that enables them to communicate from the road recovery vehicle or at the roadside.

NOTE 1 For use of all communication equipment, attention is drawn to, Road Vehicles (Construction and Use) Regulations 1999 [14]; and Section 26 of the Road Safety Act 2006 [25].

NOTE 2 Use of communications equipment whilst driving is strongly discouraged.

8 Personal safety and protective equipment and clothing

8.1 General

Management shall provide technicians with suitable safety or protective equipment and clothing based upon a risk assessment of the type of work carried out, activities undertaken and situations likely to be encountered.

Management shall ensure that technicians understand what PPE is to be used, how and in what circumstances.

8.2 Essential safety and protective personal equipment and clothing

Management shall provide, and train technicians to wear as a minimum, the following PPE and clothing at all times while working: