

Vehicle Damage Repair:



Comparing PAS 125 with the new standard BS 10125

Introduction

PAS 125 was first published in 2006. The success of the standard which was developed for industry by industry has been such that it was deemed suitable to make the transition to a full British Standard BS 10125.

BS 10125 was published in November 2014, and there is a planned transition period where the two standards, old and new, will run in parallel.

From December 2015 it will not be possible to obtain certification for vehicle damage repair to PAS 125 and all certificates will be issued in accordance with the requirements of BS 10125

The development of BS 10125 enabled the standard to be updated to reflect the challenges to the industry and to further enhance the value of the standard and associated certification schemes.

For a full list of organisations involved in the development of BS101205 please contact BSI directly.

BSI, in association with the National Association of Bodyshops (NAB), has compiled this brief overview of the main changes between PAS 125 and BS 10125 to help with the transition process. The document is designed to be used in conjunction with the BS 10125 standard document.

Scope of BS 10125:

This now includes an additional section relating to complaints procedures.

The removal of the normative references section from BS 10125 has created a shift in section numbers between the two standards and the terms and definitions are now addressed in section 2 with a knock on effect on all subsequent sections numbering

Terms and definitions: Was section 3 of PAS 125 now Section 2 of BS 10125

The old section '3.5 Documents' of the PAS has been deleted from BS 10125

Section 2.2 of BS 10125 – Awarding Organisation

Wording change and note removed

Section 2.5 of BS 10125 – Industry recognized qualification

This section has a wording change from outcome criteria to assessed outcome which must be quality assured by an awarding organisation.

Section 2.7 of BS 10125 – Repair

The definition of repair has been changed to reflect the importance of restoration of the pre damaged performance rather than the condition to help ensure the vehicle is safe after the repair.

Section 2.9 of BS 10125 – Repairer & Section 2.11 of BS 10125 – Repair method

The definition of a repairer has been changed to an individual or organisation as opposed to a commercial or legal entity and the method or repair has been slightly altered to include the word technique as one of the descriptions of the process.

Section 3.1 of BS 10125 – Repair process description

The first significant change in this section is the addition of some wording to make the specification and documentation of the repair tasks mandatory.

Continued over 

Section 3.2.1 of BS 10125 – Job description and recruitment

In the job description and recruitment section the requirements for bonding and welding has been changed to joining techniques to encompass other methods of joining that may be required in the modern repair process as well as the addition of alternative fuel systems.

Section 3.2.2 of BS 10125 – Induction and training

The section on induction and training has been amended to remove the subsection; evaluation of delivered training and its effectiveness.

Section 3.2.3 of BS 10125 – Currently competent person

Currently competent persons requirements have been made mandatory by the insertion of the word "shall" which also applies to their competencies and includes a new subsection relating to evidence of current competencies.

Section 3.3.1 of BS 10125 – Access to documented repair methods

The section on relevant repair methods has been amended to state that documented repair methods shall be readily accessible within the repair facility instead of within the work bay to give flexibility on storage

Section 3.3.2 of BS 10125 – Repair documentation

Work instructions are now referred to as repair process documentation. Such evidence is now to be made available at every stage of the particular repair process. Slight modifications to the section on repair documentation have been made for clarification purposes.

Section 3.3.3 of BS 10125 – Avoidance of cross contamination

(Section 4.3.3 'Separation of material type' in PAS 125:2011)

The section on avoidance of cross contamination, previously referred to as separation of material has been strengthened and now has a requirement for additional documentation to identify risks and avoidance. The word segregation has been removed as this is not always possible.

Section 3.4.3 of BS 10125 – Calibration

Calibration requirements have been changed in relation to safety critical repair work which now requires an impact assessment for out of calibration equipment with documentation to be kept for three years

Section 3.4.4 of BS 10125 – Maintenance

The section on maintenance has some minor changes with the most significant relating to a requirement for a documented system for preventative maintenance

Section 3.5.1 of BS 10125 – Replacement parts and controlled consumables

An important change within BS 10125 now has a new requirement relating to replacement parts stating that they shall be auditable and verifiable to prove compliance with the standard

Section 3.6 of BS 10125 – Repair quality control

Wording changes to the initial paragraph of this section and QC documentation needs to be retained for 3 years.

Section 3.7.2 of BS 10125 – Subcontracting agreements

Another important change relates to the subcontract agreements with a change of wording from agreed specification to agreed repair, but more impactful is the new requirement to document subcontractor compliance.

Section 4 of BS 10125 – Repair process management

A number of small changes have been made in this section of the new BS 10125 including; Introduction of new or modified processes and compatibility of repair process with simplified wording Internal feedback has now been removed

Section 5.1.3 of PAS 125:2011 – Internal feedback

This section has been removed.

Section 4.3 of BS 10125 – Repair process control

Wording changed to include final quality checks signed off by a currently competent person.

Section 5.3 of PAS 125:2011 – Repair process control

The note relating to appointment of competent persons for quality control has been removed

Section 4.4.3 of BS 10125 – Corrective action

Corrective action now has a requirement to included corrective action for previous occurrences requiring rectification and contacting customers in such an instance

Section 5 of BS 10125 – Claims of conformity

Wording change for clarity

Section 6 of BS10 125 – Complaints procedure

This is a new section and was not covered by PAS 125:2011

Changes to annex A

Category 1

Additional exclusion now included for the repair of road wheels along with damage appraisal skills and alternative fuel and HEV awareness.

Additional requirement for diagnostic equipment

Category 2

Clarity now added on exclusions within this category, with additional skills required for alternative fuelled and HEV's

Category 3

Now includes advanced vehicle safety systems, pedestrian safety systems, adaptive driver aids and alternative fuels and HEV's and competence in riveting and structural joining techniques.

Copies of BS 10125 can be purchased from BSI directly at the following website:

<http://shop.bsigroup.com/Navigate-by/Standards/>

Copies of the standard may also be available through group or trade associations at a discount in some cases.

BSI are currently offering training on understanding the transition from PAS 125 to BS 10125 with our industry experts.

For more information or to book a course please use the following link

<http://www.bsigroup.co.uk/en-GB/our-services/product-certification/pas-125-transition-to-bs-10125/>

BSI will present at the regional NAB conferences on the changes to the standard (a top level overview).



BSI Group
Kitemark Court
Davy Avenue, Knowlhill
Milton Keynes MK5 8PP

T: 0845 0765 606
F: 01908 814920
bsigroup.com



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