

Apart from changing and removing the phrase PAS 125 from all documentation the below lists the main changes to the standard.

Most significant is 3.4.3.3, the requirement for an impact assessment and the requirement to contact a customer if a calibrated piece of equipment was found to be out of tolerance.

Also for consideration are the changes to bonding and joining plus the addition of alternative fuel systems.

Main changes from PAS 125:2011 to BS 10125:2014

3.1 – Repair Process Description

No changes except for clause number.

3.2 – People – Recruitment, Competence and Responsibilities

Clause number.

Title change.

3.2.1 Bonding, welding and other techniques changed to 'joining techniques'.

3.2.1(3) – Included the addition of 'Alternative fuel systems'.

3.2.2 – Removal of the requirement for the evaluation of delivered training.

3.2.3 – The qualification period is now a requirement instead of a note.

3.2.3 – Examples of the accepted qualifications has been removed and to be accepted now have to meet 2.5.

3.2.4.1 – Currently competent person only can conduct operations 3.2.1 (b1-b3).

3.2.4.2 – Operations 3.2.1 (b3-b8) can be done by a currently competent person or under supervision.

3.3 – Relevant Repair Methods

Clause number.

3.3.1.1 – The need for the repair methods to be available at the work bay removed, only need to be available in the facility. The facility is where the work is being conducted and not off site.

3.3.1.2 – Reworded to identify the requirement that every stage of the repair process is to be completed in accordance with repair process documentation.

3.3.2 – The requirement for a document control procedure has been strengthened.

3.3.3 – Title change from 'Separation of material types' to the 'Avoidance of cross contamination'. The repairer now has to document a procedure that identifies the risks associated with the cross contamination of materials for vehicles within the repair facility and what actions have been implemented to reduce these risks. The repairer will implement suitable methods for the reduction of cross contamination.

3.4 – Equipment and Tools

Clause number.

3.4.3.3 – There is now a requirement to document the impact assessment.

3.4.3.3 – There is now a requirement to inform customers if safety critical repair work has been released to them whilst the equipment was out of calibration.

3.4.4.1 – Removal of the word 'machine' just now identified as equipment.

3.4.4.2 – Removal of the requirement for the review of the effectiveness of planned maintenance. Not found to be effectively implemented.

3.5 – Replacement Parts and Controlled Consumables

Clause number.

3.5.1 – There is now a requirement for the repairer to have a documented audit trail from the supplier of non O.E. parts to show the supply chain route for the parts they are using.

3.6 – Repair Quality Control

Clause number.

Note has been removed allowing a non-competent person to sign off stage QC.

A currently competent person within that particular discipline can now only do stage sign off.

The QC process shall identify this requirement and the record of QC will be held for three years.

3.7 – Use of Subcontractors

Clause number.

This process shall be audited on employing a new contractor or annually for current ones.

The repairer has to audit the subcontractor and maintain records of these audits.

The audits will have to show evidence of qualifications, equipment calibration, material specification and shelf life data etc.

4.1 – Repair Process Change

Clause number.

4.1.1 – Grammatical changes made.

4.1.1 – Any new or modified processes are to be reviewed and evaluated to ensure that they are capable of fulfilling the new or modified processes, the review will be documented.

4.1.2 – There has been a reduction in wording but the clause requirement remains the same. As part of the review the repairer is to determine the impacts for maintenance, training, calibration and new technology etc.

The requirement for documenting internal feedback has been removed.

4.3 – Repair Process Control

Clause number.

The documented repair control process should identify what is to be checked as part of the final QC process and who is authorised to conduct these checks.

The process should identify what happens if the process is not completed correctly.

The repairer can identify the requirements that the final QC person has to cover as part of a job description for the role.

The note regarding the appointment of currently competent person has been removed.

4.4 – Internal Audit and Corrective Action

Clause number.

Wording change only.

The repairers audit procedure is to be reviewed to ensure that the recording of audits, nonconformities etc. is identified and described with regards to actions to be taken.

4.4.3 – This adds the requirement for the repairer to contact customers whose repair could have been affected by the non-conformance identified.

5 – Claims of Conformity

Clause number.

Clause has not changed in requirement. The repairer is still responsible for all repairs undertaken in accordance with this BS and his declaration to this standard is to be recorded.

6 – Complaints Procedure

This is a new requirement not previously covered in PAS 125.

The repairer will have to document a procedure for dealing with complaints from any sources.

The procedure will document what their process is to be and identify any forms or records to be generated as part of the process.

Both the repairer and BSI shall audit the procedure.

Changes in Annex A – Category 1

Definition.

Excludes the repair or replacement of road wheels.

Required skills – The addition of vehicle damage appraisal and alternative fuel awareness.

Tools and equipment – System diagnostic equipment.

Changes in Annex A – Category 2

Definition.

Excludes the replacement of bolt on cross member. Or the repairs that require the vehicle to be secured for pulling or realignment.

Required skills – The addition of alternative fuel competencies.

Changes in Annex A – Category 3

Definition.

The addition of vehicle safety systems, pedestrian safety systems, SRS devices and sensors, adaptive driver aids and alternative fuel vehicles.

Required skills – The addition of riveting competencies and other structural joining techniques.