

# Understanding the changes:



## Vehicle Damage Repair PAS 125:2011 to BS 10125:2014

The publicly available specification for vehicle damage repair known as PAS 125 was launched in 2007 and has been helping the repair industry maintain standards of safe repair. Due to its maturity following the revision of the specification in 2011, and the widespread adoption of PAS 125 by the industry, we now see the specification developing into a full British standard.

### PAS 125:2011 will become a British standard BS 10125:2014 on 30 November 2014.

#### New to standards in the repair industry?

As a professional business it's likely you will already have the appropriate repair processes, documentation and trained staff in place. Gaining a BSI Kitemark will enable you to prove that the critical parts of your repair processes are followed, in line with the recognized industry standard. Achieving a BSI Kitemark will enable you to prove that

- Correct repair processes are followed
- Staff are competent and trained
- Tools and equipment are suitable and maintained
- Parts are appropriate for safe repair
- Quality control procedures are followed.

Plus with the new standard BS 10125, changes to technology, extending the audit trail and making customers aware of safety critical changes all build on the fundamental elements of best practice found in PAS 125. Important to note is that it's anticipated that PAS 125, the current specification will be withdrawn on 31 December 2015.

Stay up to date with the new standard and how this affects your business please visit [bsigroup.com/bs10125](http://bsigroup.com/bs10125)

#### Already have a BSI Kitemark for PAS 125?

It's likely that you will have 12 months from the publication date to meet the requirements of the new British standard. Important to note is that it's anticipated that PAS 125, the current specification will be withdrawn on 31 December 2015.

All of the critical elements from the specification for vehicle damage repair PAS 125 have been maintained in BS 10125. The critical elements are competency, tools and equipment, materials, methods and quality control processes.

Changes in technology and the relative impact that this has on the repair process have played a key part in the development of the new British standard, and there have been changes made to certain clauses to make the standard more robust.

#### Get ready for the new British standard

In order to be prepared, we suggest you buy a copy of the standard from [bsigroup.com/shop](http://bsigroup.com/shop) when its available. You can use the new standard to kick start your own gap analysis, reviewing the old requirements against the new, or we can help you with this.

Whether you are a new user or an old hand, a structured gap analysis comparing PAS 125 to the new British standard will help clarify how many changes to working practices you might need to make, how long it might take and the resources necessary to implement a system to the requirements of the new standard.

## Changes to look out for in the new British standard

It's important to note that the critical elements around competency, tools and equipment, materials and methods still remain within the new British standard, BS 10125. In addition to these here are the additional elements to look out for.

### Clause numbers and clarity around specific wording

If you're very familiar with PAS 125, you're probably familiar with the clause numbers, so make a note that these have changed.

Plus there has been some re-wording of definitions for clarity and also the removal where necessary.

### New technology, new materials and safety implications

There have been updates to the standard to include new technology in vehicles and the additional competency requirements that this technology brings.

Due to the increased use of different materials in vehicles, changes have been made to determine the risks associated with avoidance of cross contamination between vehicles and within the repair facility.

### Making customers aware of safety critical work

There is a requirement to inform customers when safety critical work has been conducted on their vehicle and been released to them whilst equipment was out of calibration.

## An audit trail for self-certified parts

Repairers are now to request auditable and verifiable evidence that all parts that are self-certified meet the requirements of the replacement parts clauses.

### Competent person and records

Each stage of the repair process that has been completed is to be signed off by a currently competent person within that particular discipline, and that this record is held for a minimum of 3 years.

### Extending the audit trail to sub-contractors

Repairers are required to audit their sub contract processes prior to employing a new contractor or for existing contractors annually to ensure that they meet the requirements of BS 10125. The records of these audits are to be maintained.

### Customer focus around complaints procedures

There is a new complaints procedure requirement, the repairer will have to document a procedure that details actions to be taken when complaints are received from whatever source, the procedure will be audited as part of the audits completed by BSI as well as the repairer.

## What happens next?

Stay up to date with the new standard and how this affects your business

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