

The Accident Repair - Body NOS has now been reviewed by expert working groups across the UK and changes/additions have been suggested. In order to see the updated draft documents click [here](#). A summary of the changes is as follows:

- BP01 (Remove and fit mechanical, electrical and trim (MET) components to vehicles) -
  - 'Non-compliance' added to P9
- BP02 (Remove and fit non permanently fixed motor vehicle body panels) –
  - New K14 added – 'the potential implications of fitting a recycled or refurbished part'
  - 'sun roof panels' and 'hard top panel sections' removed from Scope/range 1
- BP05 (Remove, replace and/or refit motor vehicle body panels) –
  - Overview amended to include 'a combination of body panels within an area'
  - P9 amended to 'use and apply body component anti-corrosion materials and joining materials conforming to the manufacturer's specification'
  - New K21 added – 'the difference between the types of replacement parts available'
  - New K22 added – 'the potential implications of fitting a recycled or refurbished part'
- BP06 (Identify and rectify minor repairs to motor vehicle body panels) –
  - New P5 added – 'use technical information to check that a repair is allowed'
  - New K29 added – 'the implications of not filling to the correct specification'
  - K33 amended to include 'and the implications of not following them'
  - New K25 added – 'understand what can/can't be repaired for safety reasons (ADAS for example), manufacturer and industry agreed standards for these and why these standards must be adhered to'
- BP13 (Remove and replace motor vehicle body panels including permanently fixed panels) –
  - Slight re-wording or overview - 'The ability to join vehicle panels by welding, bonding and mechanical fastening (alone and combined) is required.'
  - K22 amended to include 'hybrid joining'
- BP14 (Identify and rectify major repairs to motor vehicle body panels) –
  - New P4 added - 'use technical information to check that a repair is allowed'
  - K32 amended to include 'and the implications of not following them'
  - New K46 added – 'understand what can/can't be repaired for safety reasons (ADAS for example), manufacturer and industry agreed standards for these and why these standards must be adhered to'
- BP17 (Identify and rectify motor vehicle body misalignment) –
  - 'Digital tooling' added to Scope/range 2
- BP20 (Carry out motor vehicle body resistance spot welding operations) –
  - 'Appropriate fume mask' added to Scope/range 1
- BP21 (Carry out motor vehicle body metal inert gas (MIG) brazing operations) –
  - Definition of MIG brazing added to overview
  - P13 amended to 'check the joint area' rather than 'dress the joint area'
  - New K15 added – 'the advantages of MIG brazing techniques over other welding methods'
  - 'Appropriate fume mask' added to Scope/range 1
  - New Scope/range 2 added – 'Tools and equipment'
- BP22 (Carry Out Motor Vehicle Body Cosmetic Aluminium Panel Welding Operations) –
  - Title amended to 'Carry out non-structural aluminium body panel welding repairs'
  - 'Cosmetic' replaced by 'non-structural' throughout unit
  - New K12 added – 'the different types of joint that can be used to join materials using aluminium welding, including plug, lap joint and butt joint'

Body Repair wider consultation text Oct22 <https://www.surveymonkey.co.uk/r/6C2NHGH>

- K14 amended to include 'and the environment'
- 'Appropriate fume mask' added to Scope/range 1
- New Scope/range 2 added – 'Tools and equipment'
- Non-technical units to be removed from Accident Repair – Body NOS suite and replaced within Core NOS suite, where appropriate.

Please let us know what you think of these changes by completing this short [questionnaire](#) which will be open until 16<sup>th</sup> December 2022.

If you would like to discuss any of these changes, or have any extra feedback regarding this review, please contact Caroline Harris on [carolineh@theimi.org.uk](mailto:carolineh@theimi.org.uk)

Many thanks for having your say!