

# Kitemark® Working Group NEWSLETTER

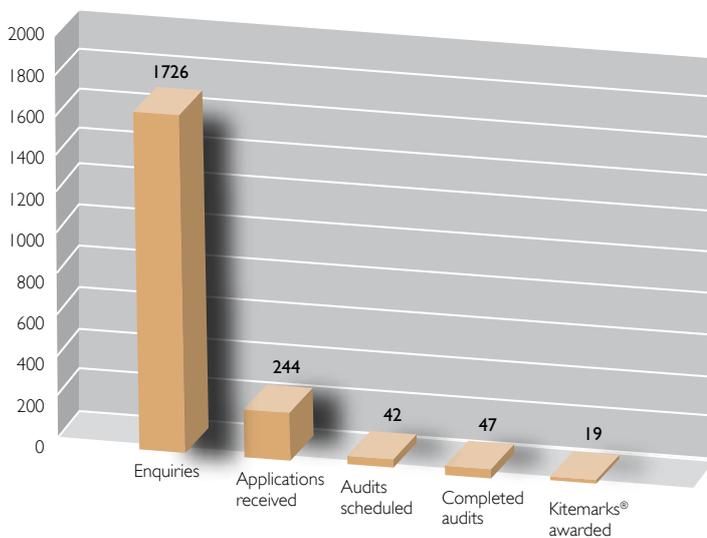
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This newsletter is published by the Kitemark® working group detailing recent activities and information from their latest meeting. All questions, queries or comments to the working group should be sent to [Kitemarkworkinggroup@thatcham.org](mailto:Kitemarkworkinggroup@thatcham.org). The most recent meeting took place at the ADF Headquarters in Birmingham on 4th October.

The finalising of a 'terms of reference' document that will detail the scope and objectives of the group is underway to be signed off in the next meeting in December.

## Kitemark® Scheme Statistics

The following statistics show the situation as at 30th October.



## PAS 125 Standard Points of Clarification

The group discussed and clarified the following points, with regard to PAS in practice:

### • Supervision

The PAS requires that repair methods shall be used by currently competent persons or persons under the direct supervision of competent persons.

This means that the repairer needs to ensure that persons undertaking the repair process using the repair method are competent or have received some direct supervision on how the repair is to be undertaken.

In practice, a brief discussion, prior to commencing the repair and during if necessary, between the non-competent and competent person would cover this requirement. The output from the discussion should ensure that the person undertaking the repair is confident they know how to carry out the assigned tasks, the method to follow, any specific tools to use, the risks associated and any hazards to be aware of, during the repair.

### • Subcontracting of Repair

The PAS requires that operations subcontracted shall be carried out in accordance with the PAS and be subject to an agreement between the repairer and the subcontractor.

A formal letter of agreement in itself is not sufficient to meet the requirements of the PAS. The repairer still has the responsibility to ensure that the subcontractor carries out any work in accordance with the PAS.

Dependant on what the subcontractor is doing, this could mean:

- Ensuring that the person doing the repair is 'competent'.
- Ensuring that recognised methods are available and at the work bay.
- Ensuring that any test equipment used is calibrated and maintained.
- Ensuring that materials used are of matching quality to the original equipment (certified etc.) and any best before dated items used are in date.

Agreements between the bodyshop and subcontractor must be available.

## Automotive Technician Accreditation

Recent feedback has suggested that very few ATA assessments are running. Although the capacity is limited, 496 assessments have actually been undertaken to date. The overall pass rate for M.E.T., Panel and Paint is approximately 50%. However, the overall pass rate remains very low for ATA Estimator assessments. Much consultation and review has been undertaken by the ATA Estimator Technical Working Group and all agree that the assessment contents and process is robust and fair.

### ATA Approved Centres

Fully Approved Centres:	Conditionally Approved Centres:
Thatcham - Berkshire	Gateshead College - Gateshead
T2000 - Blackburn	Rhyl Community College - North Wales
S & B Training - Bristol	City College - Birmingham
Bridgwater College - Somerset	Suffolk College - Ipswich
Skill Net* - Watford	GTG - Glasgow 19/09/07
MANCAT - Manchester	Motherwell College - Scotland
Coleg Glan Hafren - Cardiff	Barnfield College - Luton
DIT - Dublin	North Lindsey - Scunthorpe
Suffolk College - Ipswich	

\*Skill Net - ATA Paint only



## Kitemark® Road Shows

BSI and Thatcham, together with their partners, will be running a series of regional road shows during November and December at ATA centres throughout the UK. The purpose of the sessions will be to highlight the road to Kitemark® success, how to get started, costs and the process. The hosting ATA centre will also be discussing Automotive Technician Accreditation, as well as offering a tour of the centre.

Sessions are being held in Glasgow on 26th and 27th November, in Bristol on 28th and 29th November, in Gateshead on 3rd and 4th December and in Blackburn on 7th December.

For more details and to book your place, see [www.thatcham.org](http://www.thatcham.org) or email [iainw@thatcham.org](mailto:iainw@thatcham.org)

## Other News

### Repair Industry Welding Action Group (RIWAG)

The 2nd RIWAG meeting is to take place on Nov 22nd and will now include the VBRA welding action group.

Thatcham will release a welding equipment guide in November. This will provide a buyers' guide for welding equipment. A review of the national training standards is underway in conjunction with the sector skills council.

### Outstanding Achievement Award

Congratulations to Thatcham's Chief Operating Officer, Jason Moseley, who received the 'Outstanding Achievement' Award at Bodyshop Magazine's 11th Annual Awards dinner held in Birmingham on 21st September.

The citation recognised Jason's pivotal role in the creation, publication and introduction of the Thatcham BSI Kitemark® and his tireless work over the past year to harness the passion displayed by our industry for the implementation of a quality crash repair standard.

On receiving the award, Jason said "I am overwhelmed that I have received this

## Advanced Estimating will be accepted for Kitemark® for an extended period.

Responding to practical business needs the Thatcham BSI Kitemark® working group, the ATA and EAST Estimating Groups plus the Institute of Automotive Engineering Assessors have requested, as a concession, the limited extension of acceptance of Thatcham Advanced Estimating Course as an industry recognised accreditation, demonstrating competency acceptable for Kitemark® licensing. However, candidates must have successfully completed the course within the last 2 years.

It must be noted that a suitable software accreditation is also required by candidates to demonstrate full competency in damage assessment and vehicle estimating.

This evidence of core competences does not replace the current ATA accreditation which have been scrutinised by the industry and found to be a true benchmark.

This additional qualification provides the industry with an increased opportunity for individuals to undertake continuing professional development necessary for estimators seeking ATA.

Individual organisations now have an opportunity to gain the Kitemark and develop their estimators via the Advanced Estimator route in preparation for the full ATA qualification; however the advanced estimator route will only be accepted until 1st January 2009. After this date body shops must demonstrate that they have fully accredited ATA Estimators in order to satisfy Kitemark® requirements.

## BSI Commitments

BSI will be reviewing their website to make it easier to find and search. This will also make the list of approved bodyshops easier to find.

BSI will produce a list of FAQs and scheme facts to include acceptable assessment/training schemes, equipment, costs, terms and conditions etc.

BSI will also produce a process flow of "Road to Kitemark®" with awareness of likely timescales, e.g. likely time to get ATA assessments booked, and technicians trained to be able to be successful.

## Vehicle Manufacturers

Members of the working group have been contacted by several vehicle manufacturers who are keen now to re-engage as part of the group to adopt PAS125 as the baseline technical standard within their own approvals. The manufacturers will be invited to the December meeting.

award. I believe the award not only cites my contribution to the launch of PAS 125 and Kitemark®, but also acknowledges the efforts made by those who have given their time and expertise for the benefit of safe motoring."

The Kitemark® scheme itself was also announced as runner-up in the Industry Excellence award at the same event.

### Thatcham form Repair Methods Assessment Group (ReMAG)

Following closely after the launch of the vehicle body repair Kitemark®, Thatcham announced the intention to formulate a standard for crash repair methods. Currently, repair methods are produced in a variety of formats and many lack instructions for standard repairs. The lack of a common distribution channel and approach also diminishes their effectiveness. Thatcham believes a better approach would be for these repair methods to be formulated according to one recognised industry standard, encompassing all aspects of crash repair, whether cosmetic or structural.

The new Thatcham Repair Methods Standard is now reaching first draft stage and Thatcham have written to various organisations, including insurers, repairers, vehicle manufacturers and wider stakeholders to ask for their representation

on the ReMAG group to help steer and take this initiative forward. The first meeting of the group will take place on 12th December.

### PAS 125 Training Courses

The next one day 'Introduction to PAS 125' course will take place at Thatcham on 6th December. Priced at £395 (+VAT), this course is ideal for anyone who is involved with advising on or championing the implementation of PAS 125, providing an overview and a route map for implementation. Space is limited, so to avoid disappointment, please call the Thatcham Sales Team on 01635 294826 to secure your place.

### Next Kitemark® Working Group Meeting

The next Kitemark® working group meeting is planned for 6th December at Alton Cars in Leeds.

On this day, Alton Cars' new bodyshop in Leeds will also be officially opened by Thatcham's Chief Operating Officer, Jason Moseley.

If you have any comments, or wish to raise any points for the next meeting, please channel these via one of the working group members.