

## **NBRA Launches Repair Industry Requirements (RIR) for ADAS in response to IIR**

As everyone is aware vehicle technology is making huge strides forward and with those strides the BodyShops industry are following in its wake to make sure that the repairs are to the required standard and specification! Earlier this year the Insurance companies released the Insurance Industry Requirements (IIR) for ADAS via Thatcham Research and requested that BodyShops would need to adhere to the guidance if they wanted to obtain and complete work for certain insurance companies and work providers.

There has to date been no mention of any type of commercial recompense for the extra cost of training staff to the make them competent to calibrate ADAS or for the staff to be trained to be aware of ADAS and furthermore the audit trail that is mandated to follow this process.

As a result of a recent IIR survey sent to NBRA members and the industry, NBRA have created the RIR Repair Industry Requirements that supports the IIR as best practice and sets out the repairer charges. The RIR includes a schedule of costs that will ensure that BodyShops can charge out a fair cost for placing the vehicle back to vehicle manufacturer specification along with the time allocated to triage the vehicle and audit trail the safety critical ADAS features, functionality as requested by the IIR.

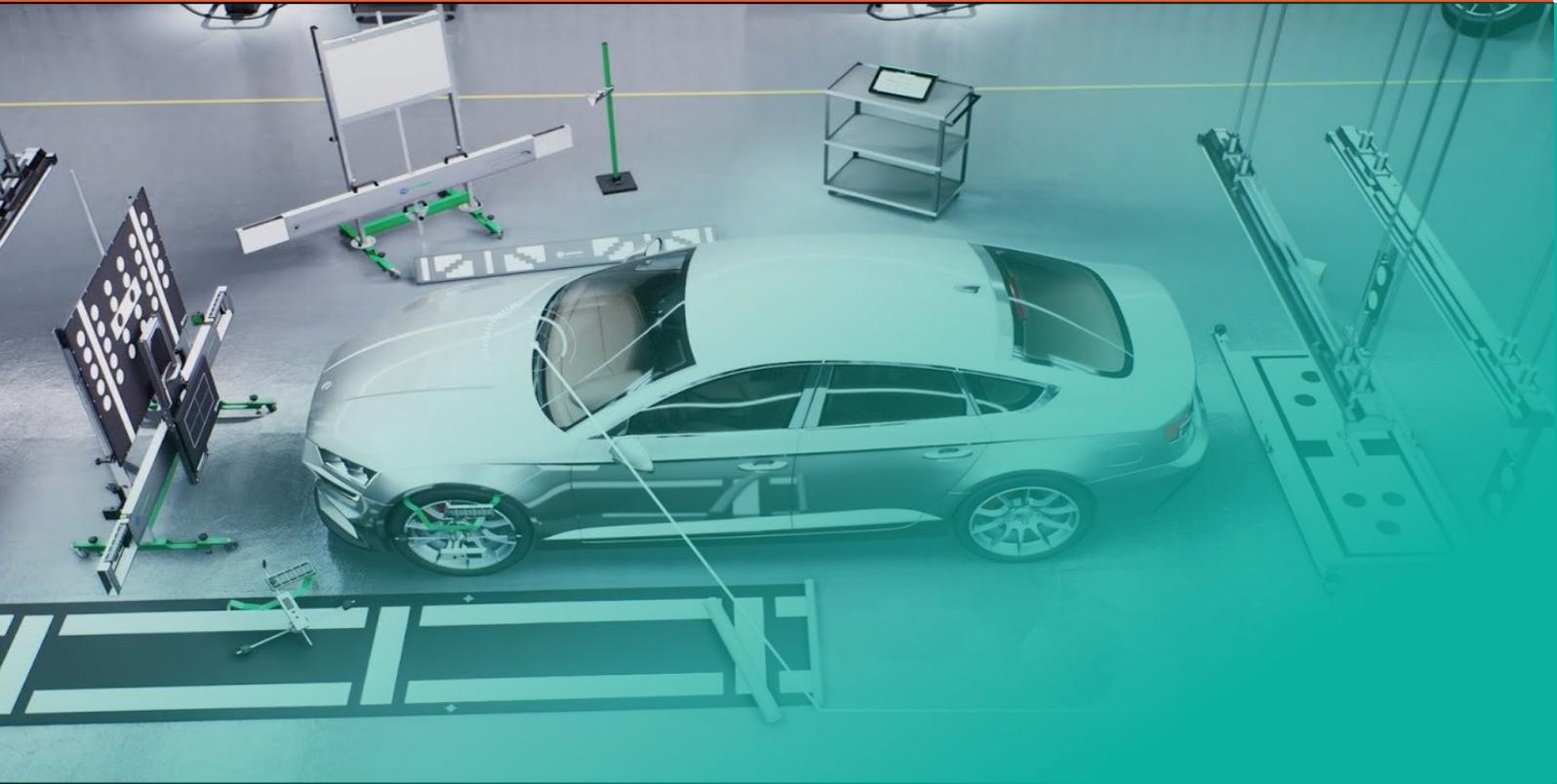
With the above in mind please review the RIR and if you have implemented all the requirements to be IIR compliant then it is the NBRA advice to use the schedule of costs that will both aid the Repairer and the work provider in a transparent manner.

If you have any feedback or encounter any challenges implementing these charges or would like to discuss this further, please do not hesitate to contact [bodysshops@RMIF.co.uk](mailto:bodysshops@RMIF.co.uk) "RIR"

This document will be the first RIR and more will follow in line with technology & operational requirements impacting the Bodyshop sector and will aid the fair and reasonable cost of repairing vehicle to a standard that ensures safety.

**NBRA Board**

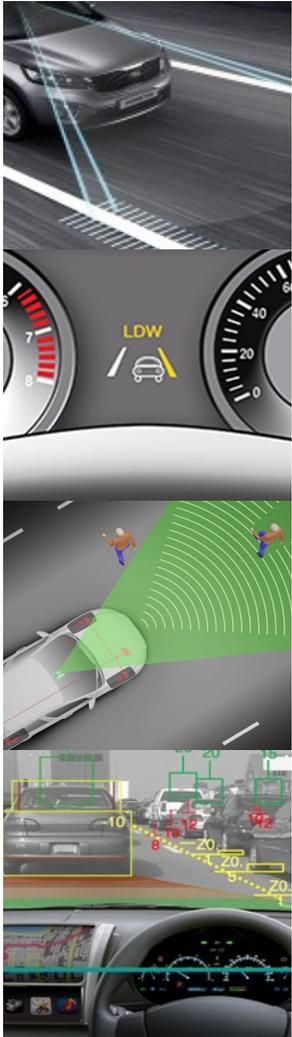
# Repair Industry Requirements (RIR)



Retail Price Guide

July 2021

The IIR is supported by all leading Insurance Companies and therefore recognized as an essential part of safe repairs..



## ADAS Advanced Driver Assist Systems

Vehicle systems and technologies require extensive calibration and safety checks.

These operations require investment and the costs need to be met to ensure the safety of the motoring public.

**This Document is not designed to go into detail of the IIR which can be found at**

[Insurance Industry Requirements - Thatcham](#)

Rather a guide for Vehicle Accident Repair Centres to understand the cost implications of providing the requirements and the need to correctly charge for services with the level of indemnity expected of them by Insurers, Manufacturers and the Public including potential litigation claims.

ADAS are items which cannot be viewed in isolation with a high level of integration with other features installed in a vehicle, it is important to understand the calibration chain. Ultimately it's the repairers responsibility to provide indemnity once repairs have been carried out and therefore important that the correct time is invested to correctly create repair specifications and all the operations are performed in the required order. **Charges need to be considered and added to the repair specification for all operations.**

ADAS IIR STANDARD CHARGES	
Identify the presence, or not, of ADAS on the vehicle and ensure this is recorded	£25* or 0.5hr* Exploration Fee
Where ADAS are present, ensure repair procedures clearly identify if inspection, realignment and calibration are required and why.	£35 ADAS Method Research Fee
4 Wheel Alignment (check Only)	£95
4 Wheel Alignment check and adjust toe (additional charge for camber and castor adjustment)	£150
Steering Angle reset (prior to ADAS calibrations including road test)	£32* or 0.6 hr*
Vehicle transportation (to and or from dealer/calibration centre.	£55 plus £2.20 per mile (per journey)
Extensive Road Test post calibrations for verification purposes ( this operation will need to be completed even if the calibration as been performed by a dealer or sub contractor to comply with the IIR verification requirements)	£30 per 0.5 hrs*

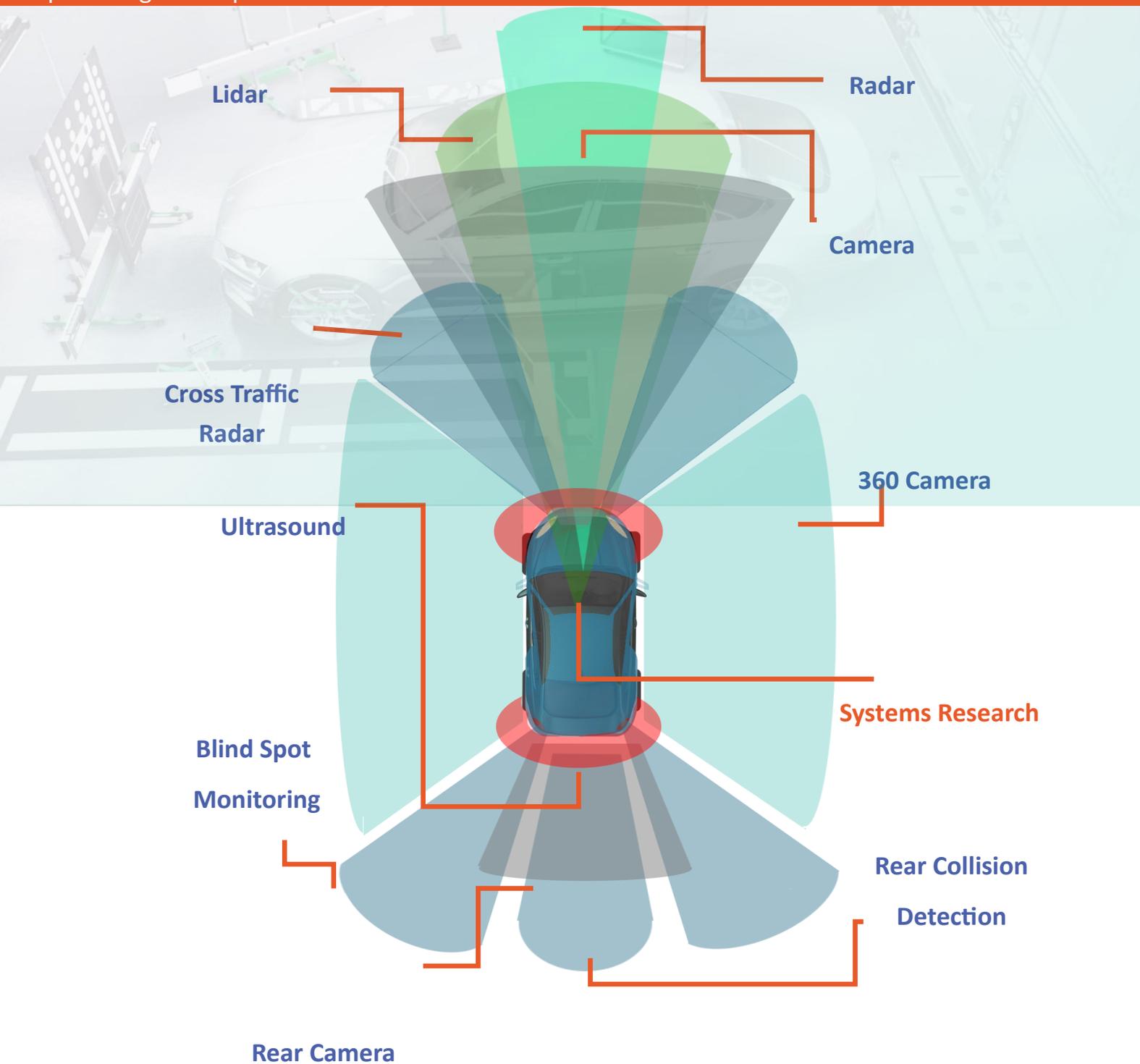
\*The charges are subject to an uplift of 15% to reflect regional cost variations in London and the home counties.

\*\*Charges for each Static calibration/process if multiple calibrations are required the highest charge will be applied with each additional calibration being discounted by 25% for 2 system/process ,35% for 3 and 50% 4 or more (see appendix 1)

STATIC CALIBRATIONS ** (in House)	
Front Radar (behind Grill/front fascia panels or exposed on lower bumper)	£220
Windscreen Cameras	£250
360 degree camera systems	£160
Rear Collision Detection	£120
Blind Spot Monitoring	£80
Cross Traffic	£120
Rear Camera (if not part of 360 system)	£80
Ultrasound/Ultrasonic (where part of the ADAS System)	£60
Matrix /Led/ Lidar Headlamps which require calibration	£120
Dynamic Calibrations	
(most dynamic calibrations require 2 technicians to comply with HSE and Road Traffic Law)	
(it is assumed radar inclination angles have already been check as part of the MET process by a qualified ADAS technician)	£60* per 0.5 hrs* (Per calibration process)

The values provided are for guide purposes only and may require adjustment to repairers individual requirements, geographic locations and market conditions

Insurance engineers will require evidence to support the systems processes to enable authorisation of the costs but repairers must insist in engineers authorising the a repair specification charge prior to providing the requirements of the IIR.



## Is It STATIC or DYNAMIC?

There is some confusion that only one type of calibration is required or that a charge includes all the systems to be calibrated.

With multiple systems there are multiple calibrations required which may require additional equipment training and process including extended road tests for verification purposes.



## UK Insurance Industry Requirements (IIR) for the safe repair of ADAS equipped vehicles

The IIR are required by the following insurers:





Inspection, realignment and calibration requirements must be considered in all repair situations where ANY of the following is included within the repair, service or maintenance procedure:

- ADAS sensors,
- parts likely to affect the operation and functionality of ADAS sensors, or
- vehicle geometry

When specified, inspection, realignment and calibration operations must be completed post repair to confirm that the sensors are functioning within the vehicle manufacturer's technical specification.

A repairer shall, **in all cases**:



Identify the presence, or not, of ADAS on the vehicle and ensure this is recorded.

Complete all relevant inspection, realignment and calibration activities as detailed within the repair procedures.

Ensure the calibration results confirm that the sensors are functioning within the vehicle manufacturer's technical specification.

Where ADAS are present, ensure repair procedures clearly identify if inspection, realignment and calibration are required and why.

Inspection, calibration, realignment and road tests shall be carried out by a currently competent person.

Fully verifiable and auditable records shall be produced and a copy provided to the Asset Owner / WorkProvider.



The insurers will require you to implement the IIR for the safe repair of ADAS equipped vehicles. Guidance for implementation is available.

If you have any questions, please contact the insurer, or email Thatcham Research on [enquiries@thatcham.org](mailto:enquiries@thatcham.org)

Guidance for implementation can be found here: [thatcham.org/ADASrepair\\_IIR](https://thatcham.org/ADASrepair_IIR)

