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# AUTOMOBILE SERIES

Automotive windscreen repair — Code of practice

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# Foreword

## Publishing information

This British Standard is published by BSI Standards Limited, under licence from The British Standards Institution, and came into effect on 31 March 2022. It was prepared by panel AUE/1/-/2, *Windscreen repair and replacement*, under the direction of Technical Committee AUE/1, *Vehicle lighting and visibility*. A list of organizations represented on this committee can be obtained on request to the committee manager.

## Supersession

This British Standard supersedes BS AU 242a:1998 and BS AU 251:1994, which will be withdrawn on 31 March 2023.

## Information about this document

This is a full revision of the standard, and introduces the following principal changes:

- the inclusion of recommendations to preserve the correct functionality and operation of windscreen mounted and windscreen incorporated technologies, such as advanced driver assistance systems (ADAS) and head up displays (HUD), following a windscreen repair; and
- significant changes to the windscreen zones.

Because some of the recommendations of this new edition necessitate additional training, a one-year transition period is being allowed for from publication, during which BS AU 242a:1998 will remain current.

This publication can be withdrawn, revised, partially superseded or superseded. Information regarding the status of this publication can be found in the Standards Catalogue on the BSI website at bsigroup.com/standards, or by contacting the Customer Services team.

Where websites and webpages have been cited, they are provided for ease of reference and are correct at the time of publication. The location of a webpage or website, or its contents, cannot be guaranteed.

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As a code of practice, this British Standard takes the form of recommendations and guidance. It is not to be quoted as if it were a specification. Users are expected to ensure that claims of compliance are not misleading.

Users may substitute any of the recommendations in this British Standard with practices of equivalent or better outcome. Any user claiming compliance with this British Standard is expected to be able to justify any course of action that deviates from its recommendations.

## Presentational conventions

The provisions of this standard are presented in roman (i.e. upright) type. Its recommendations are expressed in sentences in which the principal auxiliary verb is “should”.

*Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.*

The word “should” is used to express recommendations of this standard. The word “may” is used in the text to express permissibility, e.g. as an alternative to the primary recommendation of the clause. The word “can” is used to express possibility, e.g. a consequence of an action or an event.

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Where words have alternative spellings, the preferred spelling of the Shorter Oxford English Dictionary is used (e.g. “organization” rather than “organisation”).

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The recipient is advised to consider seeking professional guidance with respect to its use of this publication.

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**Compliance with a British Standard cannot confer immunity from legal obligations.**

In particular, attention is drawn to the following statutory regulations:

- The Road Vehicles (Construction and Use) Regulations 1986 (as amended) [1].

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## Introduction

It is established practice to repair damage to windscreens using a BS AU 251-conformant system and materials. While not fully restoring a windscreen to its original condition, such a repair is practicable because:

a) it improves the appearance of the damaged area and its optical quality;

b) it restores a smooth surface to damaged areas that might otherwise interfere with windscreen wipers;

c) it prevents further deterioration (e.g. moisture ingress); and

d) it restores the structural integrity of the windscreen to a position similar to that before the glass was damaged.

This British Standard has been prepared taking into account the requirements for glazing and visibility in the Road Vehicles (Construction and Use) Regulations 1986 (as amended) [1]. It gives procedures for carrying out repairs and general guidance on the type of materials to be used.

As part of the revision of BS AU 242b and BS AU 251, the decision was taken to adopt the "Four Ms" model of conformity, "Man–Method–Machine–Materials", in BS AU 242b. Because of this model's emphasis on the need for training and continual improvement, it was concluded that BS AU 251 is no longer necessary.

Examples of types of windscreen damage are given in Annex A and the size of damage that can be repaired in different areas of the windscreen is set out in Annex B.

## 1 Scope

This British Standard gives recommendations for repairing laminated windscreens damaged by impacts. It applies to heavy goods vehicles (HGVs), light vehicles, coaches and passenger cars.

Recommendations include:

a) the type and size of damage that can be repaired;

b) the area on the windscreen in which repairs of particular types and size can be made;

c) procedures for the repairer;

d) steps to assess the quality of finished repairs; and

e) reports and records for completion and retention by the repairer.

## 2 Normative references

There are no normative references in this document.[1)]

## 3 Terms and definitions

For the purposes of this British Standard, the following terms and definitions apply.

### 3.1 awarding body

entity that awards accredited qualifications and is recognized by the relevant regulatory authorities

[1)] Documents that are referred to solely in an informative manner are listed in the Bibliography.

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