A GUIDE TO THE NEW CATEGORISATIONS

ABS N
The Code of Practice for the Categorisation of Motor Vehicle Salvage has been updated, ten years after it was last reviewed, and is effective as of 1st October 2017.

The Code of Practice is produced by and supported by the Association of British Insurers (ABI) & Lloyds Market Association (LMA), with the support of a wide group of stakeholders. The purpose of the code is to protect the public, detect and deter insurance fraud and other criminal activities, and to make vehicle histories more transparent.¹

The new updated Code of Practice reflects the level of structural damage to the vehicle rather than the repair costs, making buying used vehicles more transparent for consumers.

Categories A (Scrap) and B (Break) will remain the same, while S (Repairable Structural) and N (Repairable Non-Structural) will replace categories C and D.

It is important to ensure that all Total Loss vehicles are correctly categorised and disposed of in line with the new Code of Practice.

Please note, there will be a crossover period where C & D category vehicles will still be in circulation. Vehicles categorised under the old code will continue to be sold for a considerable period of time, and unless they are in a further accident that results in a write-off, they will retain their category.

In light of the changes to the Code of Practice, we have produced this Categorisation Guide to assist you with your decision-making process when categorising vehicles. By working together and promoting best practice, we can maintain our integrity and reputation within the market place.

¹ Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
CATEGORIES DECISION-MAKING

Q1.
Is the damage sufficiently severe to warrant settlement on a total loss, constructive total loss or vehicle replacement basis in accordance with the code?

YES

Q2.
Is the vehicle salvage suitable for repair?

NO
Q4.
Should any parts be removed?

NO
CAT A
Non-repairable

YES
CAT B
Repairable

YES
CAT S

YES
Q3.
Has the vehicle sustained structural damage?

NO
CAT N

Some vehicles will remain outside of this code, for example stolen recovered vehicles with no or minimum damage.
This vehicle has been inspected by an Appropriately Qualified Person, declared suitable for repair, and has sustained damage to the structural frame or chassis. The Insurer/owner has decided not to repair the vehicle.

This vehicle has been inspected by an Appropriately Qualified Person, declared suitable for repair, and has not sustained damage to the structural frame or chassis. The Insurer/owner has decided not to repair the vehicle.

Further information on what defines ‘an Appropriately Qualified Person’ can be found on page 7.

1. As defined by the Code of Practice for the Categorisation of Motor Vehicle Salvage
DEFINING STRUCTURAL DAMAGE

Has the vehicle sustained structural damage?
The shaded/listed elements in the following illustrations and table represent the structural areas of vehicle construction. 

1. Fire wall / front bulk head
2. Front header rail
3. Side cant rail
4. Rear header rail
5. Rear cross member*
6. Rear inner wing
7. Rear wheel housing extension
8. B post
9. Sill
10. A post
11. Front upper wing support
12. Front inner wing
13. Front chassis leg / welded cross member
14. Rear chassis leg

Note: Descriptions above relate to a panel or panels that form that part of the vehicle.
*In vehicle designs where a rear panel forms part of the rear cross member, this should also be considered part of the structural framework of the vehicle and should be treated as a Category S (Repairable Structural) if damaged.
An Appropriately Qualified Person is someone who has a comprehensive technical education and training record, relevant to motor vehicle repair.

They will have passed and hold a current competency based assessment, on salvage categorisation, provided by the institute of Automotive Engineer Assessors (IAEA) or an equivalent industry recognised body.

The Appropriately Qualified Person will determine and be responsible for the salvage category given the specific circumstances such as type of damage i.e. impact, fire, electrical, hybrid drivetrain, water or contamination.

The Appropriately Qualified Person who categorises the vehicle must be identifiable by their competency based unique identifier.¹

¹ Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
CATEGORY A
SCRAP

This vehicle has been inspected by an Appropriately Qualified Person, declared unsuitable or beyond repair, and has been identified to be crushed in its entirety.

REQUIREMENT CHECKLIST

✓ The VIN number and any parts of the vehicle can never be used again\(^1\)
✓ The MIAFTR entry must be completed confirming the intention to destroy, ensuring the V5C is never re-issued\(^1\)
✓ A certificate of destruction must be issued in accordance with government guidelines, only when the complete vehicle has been destroyed in its entirety\(^1\)
✓ Waste controls will apply, and where vehicles are waste or destined to be broken for spares then additional record keeping requirements apply\(^1\)

1. Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
This vehicle has been inspected by an Appropriately Qualified Person and declared unsuitable or beyond repair.

**REQUIREMENT CHECKLIST**

- The VIN number/bodyshell/frame/chassis of the vehicle can never be used again
- The structural framework (bodyshell/frame/chassis) must be crushed in its entirety without any structural components being removed
- The MIAFTR entry must be completed, confirming the intention to destroy, ensuring the V5C is never reissued
- The certificate of destruction must be issued in accordance with government guidelines, only when the structural framework has been destroyed
- Waste controls will apply, and where vehicles are waste or destined to be broken for spares then additional record keeping requirements apply

1. Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
This vehicle has been inspected by an Appropriately Qualified Person and declared suitable for repair.

REQUIREMENT CHECKLIST

- During repair, in the event the bodyshell/frame/chassis is replaced, the original bodyshell/frame/chassis must either be crushed or returned to the vehicle manufacturer¹
- V5C will be reissued by DVLA and will have a literal depicting status of “This vehicle has been salvaged due to structural damage but after a technical evaluation it was declared suitable for repair”
- Where the vehicle is broken for spares, the criteria for B (Break) applies – refer to the Category B guidance on page 11¹

Further information on what constitutes ‘structural damage’ can be found on page 6.

¹. Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
This vehicle has been inspected by an Appropriately Qualified Person and declared suitable for repair.

This is a repairable vehicle which has not sustained damage to any part of the structural frame or chassis, and the Insurer/self-insured owner has decided not to repair the vehicle.

REQUIREMENT CHECKLIST

 ✓ When the vehicle is broken for spares, the criteria for B (Break) applies – refer to the Category B guidance on page 11¹
 ✓ V5C reissued no literal

Further information on what constitutes ‘structural damage’ can be found on page 6.

¹. Extracted directly from the Code of Practice for the Categorisation of Motor Vehicle Salvage
PASSENGER VEHICLES
Where the vehicle is categorised as Category B, the components of the chassis frame and the monocoque shell would be considered to be one component.* Both must be crushed and a certificate of destruction must be produced for both parts.

*The term ‘monocoque’ refers to a vehicle structure in which the chassis is integral with the body.
The commercial cab may be treated as a separate part, if for a Category B the commercial cab is safely reusable and it can be sold by the salvage dealer.

The dealer must remove any VIN plate fitted and, if there is a stamped in VIN, the number must be over-stamped with crosses allowing the original number to be clearly identified.

The purchaser of the commercial cab would then stamp the chassis number of the frame to which it was being fitted immediately adjacent to the crossed out number.

Criteria applies as for private cars.

The chassis frame is the base structure of the vehicle and must be crushed in its entirety for all Category A and B cases.
MOTORCYCLES
Category S is not applicable to motorcycles and derivatives including quadbikes. Motorcycles and derivatives, including quadbikes, should be categorised as follows:

**CATEGORY A**
Is not repairable and has no usable parts.

**CATEGORY B**
Should be used when one of the following applies:
- A machine that has suffered serious damage and is beyond any form of safe repair
- Frame has suffered non cosmetic damage
- Where the frame/engine VIN/identification has been tampered with i.e. removed or false identification implanted
- Where two or more of the following listed major assemblies cannot be safely repaired:
  - Frame
  - Form assemble complete
  - Power unit
  - Swinging arm assembly – including suspension unit(s)

Where Category B is applied the disposal criteria for monocoque bodyshell/chassis/frames applies - refer to the Category B guidance on page 11.

**CATEGORY N**
If none of the above definitions apply, then categorise as N (Repairable Non-Structural).

*The term ‘monocoque’ refers to a vehicle structure in which the chassis is integral with the body*
It is recognised that some historic/classic vehicles, or vehicles of special interest (Sentimental Value) may be repaired irrespective of the extent of damage, providing it is safe to do so.

**In these cases, the vehicle will fall outside of the Code of Practice, which will not apply.**

However, careful consideration must be taken to justify this action and if required escalation sought to make sure the correct decision has been made.
Vehicles with flood damage should be categorised as follows:

**CATEGORY A**
- Vehicles with no usable parts
- Vehicles that have been totally submerged in any water types

**CATEGORY B**
- Vehicles with usable parts
- Vehicles that have corrosive, contaminated, polluted or salt water damage
- Vehicles which have been subjected to flood water ingress in the passenger compartment to a level which causes significant damage to the electrical and safety components

**CATEGORY N**
All other flood damaged vehicles which fall within the code.
The salvage agent or buyer must make vehicle/spare part purchasers aware of the nature and origin of the vehicle’s original damage and only allow re-sale of usable parts that are safe to handle and re-use.
Vehicles with fire and/or smoke damage should be categorised as follows:

**CATEGORY A**
All unrepairable fire / smoke damaged vehicles with no usable parts.

**CATEGORY B**
All unrepairable fire / smoke damaged vehicles with usable parts.

**CATEGORY S**
Repairable vehicle which has sustained fire damage to any part of the structural frame or chassis and the Insurer/ self-insured owner has decided not to repair the vehicle.

**CATEGORY N**
Repairable vehicle which has not sustained any fire damage to the structural frame or chassis and the Insurer/ self-insured owner has decided not to repair the vehicle.
Any frame damage is cosmetic and can be repaired by paint only.
Copart
Woburn Road
Wootton
Bedfordshire
MK43 9EJ