

Worksheet 13 - Appendix A: Structural integrity and corrosion

Assessing corrosion and methods of repair for car and passenger vehicle MOT tests

Sub-sections

1. Introduction
2. Prescribed areas
3. Corrosion assessment
4. Failure criteria within 'prescribed areas'
5. Failure criteria not within 'prescribed areas'
6. Highly stressed components
7. Thin gauge steel pressings
8. Vehicles with separate bodies
9. General guidance
10. Acceptable methods of repair
11. Unacceptable methods of repair
12. Testable items mounted to plastic structures
13. Repairs to non-metallic load-bearing structures
14. Panel removal or replacement with different materials
15. Diagrams to show main load bearing areas



Appendix A	Question	Answer
1	Corrosion on a vehicle becomes important when it compromises what?	
2	You must check any load-bearing or supporting structure or supporting panelling within what distance of the mounting location?	
3	To identify excessive corrosion, you should first check by? <ul style="list-style-type: none"> • Visual inspection • Use finger and thumb pressure to assess the extent of the corrosion • Carefully scrape or lightly tap the affected areas with the corrosion assessment tool 	
4	Any fracture or inadequate repair within a 'prescribed area' should be?	
5	If corrosion is present in a non-prescribed area, you should only reject it if it adversely effects which two items?	
6	How do you check the severity of corrosion in highly stressed components?	
7	Which two components is it common to use thin gauge pressings for?	
8	On a vehicles with a separate body you should only reject excessive corrosion in these structures if: <ul style="list-style-type: none"> • it's likely to affect the brakes or steering • it is within a prescribed area • body or cab security is significantly reduced • All of the above 	
9	Who should you do if corrosion or deformation is not bad enough to justify rejection?	
10	What types of welding can be used instead of spot welding?	
11	What should you do If you cannot tell which repair method has been used?	
12	You should check all testable items that are mounted directly onto plastic structures. This includes steering racks, sub frames and which other?	
13	Are repairs to non-metallic structures in prescribed areas acceptable?	
14	What should you do if plastics have been used to replace metal in prescribed areas or load-bearing areas?	
15	Please take a look at each of the diagrams in section 15. This is a request NOT a question.	