GDN

PUBLIC INSPECTION STANDARD

Independent Vehicle Body & Paint Damage Assessment and Repair Quality Inspection

KNOW THE DAMAGE. UNDERSTAND THE REPAIR.

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This public document explains the principles used by GDN without publishing the full internal technical rules, calibration data or decision-engine controls.

1. What the GDN Standard Is

The GDN inspection system is a controlled framework for independent Body & Paint damage assessment, repair-method evaluation and post-repair quality inspection. It is designed to make findings consistent, evidence-led and understandable. GDN records what is observed, supports conclusions with evidence and separates technical repair decisions from commercial repair pricing.

2. Independence and Inspector Responsibility

GDN inspections are intended to provide an independent technical view. Inspectors assess the vehicle and evidence rather than favouring a repairer, insurer, seller or other commercial party. Digital and AI-assisted tools may support the workflow, but the final GDN technical conclusion requires inspector confirmation.

3. Scope of Inspection

Depending on the service commissioned, GDN may inspect visible and accessible Body & Paint damage, panel condition, previous repair indicators, repair-method suitability, paint and refinishing quality, panel fit and alignment, cosmetic components and post-repair workmanship. The exact inspection scope is stated in the report.

4. Inspection Conditions and Limitations

Reliable inspection depends on suitable access, lighting, cleanliness and visibility. Hidden or inaccessible conditions are not assumed. Where strip-down, OEM information, specialist equipment or further physical examination is required, GDN may issue a further-assessment outcome rather than guess.

5. Evidence Capture

GDN findings are supported by structured evidence. This may include vehicle and panel overview photographs, close-ups, reflected or raking-light images, measurements, comparison views, paint-thickness readings where relevant and applicable technical references. Evidence is linked to the finding it supports.

6. Damage Classification

Each finding is classified using controlled GDN terminology. Assessment considers more than dent size: panel or component, material, damage dimensions, depth, material stretch, body-line or edge involvement, paint condition, access, previous repair, alignment and relevant technology or safety factors may all affect the technical conclusion.

7. Technical Severity

GDN uses controlled severity levels from observation through minor, moderate and major findings to escalation. Severity describes the technical significance of a finding; it is not a price grade. A small defect can require escalation if it affects a safety-critical system or an OEM-restricted area.

8. Repair Method Assessment

GDN follows the principle Repair Method Before Cost. The inspector first determines what repair method is technically appropriate, taking account of OEM requirements, material, damage geometry, coating condition, access, previous repairs and the ability to restore an acceptable result. Methods may include polish, local cosmetic correction, PDR/CMR, push-to-paint, panel or plastic repair and refinish, full refinish, justified blending, replacement or further assessment.

9. Repair vs Replace

GDN supports repair where it is technically suitable, permitted and capable of restoring the required result. Replacement is recommended where repair is prohibited, unsuitable, unable to restore integrity or quality, or otherwise not technically justified. Vehicle age or mileage alone does not determine whether a component should be repaired or replaced.

10. Previous Repair Assessment

Previous repair or refinishing is treated as evidence, not blame. GDN may record refinish indicators, filler or contour concerns, coating differences, alignment issues or failed prior work. A single paint-thickness reading alone is not treated as proof of poor repair. Where the substrate cannot be verified, further access may be required.

11. Paint and Refinish Assessment

GDN may assess colour match, texture, gloss, dirt or inclusions, runs or sags, sanding and preparation marks, blend transitions, holograms, overspray, masking edges, clearcoat condition and other visible finish defects. Assessment is based on the inspected repair and relevant comparison areas, not on a lower standard because a vehicle is older.

12. Panel Alignment and Fit

Panel fit is assessed using vehicle-specific information where available, component relationships and comparable undamaged areas. GDN does not apply one universal millimetre gap tolerance to every vehicle. OEM dimensional or repair information takes priority where applicable.

13. Final Quality Control

For post-repair inspection, GDN follows a controlled QC sequence covering colour match, panel alignment and fit, texture, paint inclusions, runs or sags, preparation defects, blend quality, polishing quality, overspray and a final walk-around/function review. Outcomes are recorded separately from damage severity.

14. QC Outcomes

A repair may be recorded as PASS, PASS WITH ADVISORY, RECTIFICATION REQUIRED or FURTHER ASSESSMENT REQUIRED. These outcomes describe the inspected repair result and must be supported by evidence. GDN does not use “good enough for its age” as a repair-quality acceptance rule.

15. Labour Complexity

Where labour is assessed, GDN considers technical complexity rather than dent size alone. Material, depth, stretch, body-line involvement, access, strip/refit operations, previous repair and related refinishing requirements may influence the assessment. GDN technical labour assessment is separate from an individual workshop's hourly rate.

16. Estimated Repair Cost

Where specifically included in the commissioned service, GDN may provide an indicative repair-cost range after the repair method and labour requirements have been assessed. It is not a repair quotation. Actual prices may vary by repairer, parts, materials, location and additional damage identified during repair.

17. OEM and Technical Information

OEM means Original Equipment Manufacturer. Where manufacturer instructions impose a repair restriction or specific technical requirement, those instructions take priority over a generic cosmetic repair preference. GDN does not recommend a repair simply because it appears physically possible if applicable OEM information prohibits it.

18. ADAS, EV and Safety Escalation

Areas involving Advanced Driver Assistance Systems (ADAS), Electric Vehicle/High Voltage systems, pedestrian-protection systems, crash sensors, structural components or other safety-critical technology may require OEM information, specialist competence, calibration evidence or further assessment. GDN does not make unsupported conclusions outside the verified inspection scope.

19. Vehicle Age and Mileage

Vehicle age and mileage do not lower GDN technical repair-quality acceptance or automatically reduce damage severity. Pre-existing wear and unrelated damage are recorded separately where relevant. Commercial value may influence a customer's economic decision, but it does not rewrite the technical condition observed by the inspector.

20. Reporting Standard

Official GDN reports are structured so that observed facts, technical interpretation, classification, repair method or QC outcome and supporting evidence remain traceable. Unknown information is not guessed. Reports are inspector-reviewed before issue and controlled amendments are versioned rather than silently overwritten.

21. Digital and AI-Assisted Workflow

GDN digital systems are intended to standardise evidence capture, terminology and decision checks. Automated suggestions are provisional. Controlled validation rules are used to reduce inconsistent combinations, while inspector review remains the final technical control. AI SEES. GDN DECIDES. INSPECTOR CONFIRMS.

22. Controlled Technical System

The public standard is supported internally by the GDN Standard, Inspection Methodology, Repair Method Guide, Quality Control Standard, Damage Classification System, Inspection Report Standard, Case Library Standard and Inspector Manual, together with a Master Technical Rules Register and controlled glossary. These internal documents provide the detailed rules, codes, calibration and change control used by GDN inspectors.

23. Industry Alignment

GDN methodology is informed by recognised UK automotive repair and inspection principles and by applicable OEM technical information. GDN may refer to public guidance from organisations such as BSI, the Institute of the Motor Industry, Thatcham Research and other relevant industry sources. Such alignment does not by itself mean that GDN holds certification, accreditation or endorsement from those organisations.

24. Continuous Calibration

The GDN system is designed to improve through controlled real-world inspection cases. New evidence may identify the need for clarification or rule changes. Shared technical rules are changed through version control so that reports, inspector guidance and digital systems remain aligned.

GDN CORE PRINCIPLES

DAMAGE → PERMISSION → METHOD → LABOUR → COST

OBSERVE → EVIDENCE → ASSESS → DECIDE → REVIEW → REPORT

AI SEES. GDN DECIDES. INSPECTOR CONFIRMS.

Public document notice. This document is a public summary of the GDN inspection framework. It does not reproduce the full internal rules, thresholds, calibration library, proprietary decision logic or vehicle-specific OEM repair instructions. The scope and limitations of each individual inspection are stated in the issued GDN report.