



The Commercial Vehicle Industry Association of Qld

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Mr Troy Knox
Executive Officer
Queensland Automotive Skills Alliance
PO Box 586
CHERMSIDE SOUTH QLD 4032

Dear Troy,

PROPOSED TRAILER TECHNICIAN (HEAVY) QUALIFICATION

Please find the following initial recommendations to the Automotive Training Australia RS&R committee regarding the proposed Trailer Technician qualification.

CVIAQ represents over 140 companies engaged in the manufacture, distribution, sale, service and repair of heavy vehicles and their components. CVIAQ supports the introduction of a specific qualification to recognise technicians working in the heavy commercial vehicle trailer repair and service industry. However industry does **not** support this qualification being introduced at Certificate 2 level. Industry is quite adamant that a minimum of Certificate 3 is commensurate with the level of skill required to carry out the day to day repair and maintenance functions on a modern heavy goods trailer.

The vehicles which the technicians are working on are not \$500 box trailers, caravans or horse floats but complex vehicles that can cost over \$1/2 million dollars each to construct and vary from multi-combination dangerous goods fuel and chemical tankers, low loaders, refrigerated trailers, car carriers, stock crates, drop deck container skels to your every day semis.

As industry has only been given a list of competency standard titles to work from initial comments are reserved however one area of consensus is an identified need to develop new competency standards covering the areas of advanced braking systems, in particular Electronic Braking Systems (EBS) and Roll Stability Control (RSC), and suspension standards for lifting and steerable axles. These are all features that are commonplace on modern heavy goods vehicles today and are serviced and repaired by our current trailer technicians. Also the areas of hydraulics and pneumatics are of high priority and feature on every vehicle.

CVIAQ also recommends that the competency standards which have been identified in the draft qualification should be those utilised in the AUM08 Bus, Truck and Trailer Manufacture training package recently endorsed by industry and which have successfully served the trailer industry for the last 5 years.

Following our initial consultation with industry CVIAQ provides the following recommendations and advises that there may be further changes required following future development of the qualification and subsequent consultation.

Industry's recommended list of competencies to **replace** those provided by ATA are as follows:

Replaces existing proposed standards:

- **AUM8051B** Conduct basic welding, thermal cutting, heating and gouging operations (replaces MEM5.7AB)
- **AUM8105B** Perform minor modifications/repairs to electrical circuits / systems (replaces AURE 218708A)
- **AUM8057B** Perform gas metal arc welding operations (GMAW) (replaces MEM 5.17AB)
- **AUM9004B** Prepare and use/operate equipment, tools and/or machinery (replaces AURT225667A)
- **AUM9006B** Monitor and maintain equipment, tools and machinery (replaces AURT225667A)

Remove from proposed qualification list (exists only to serve the light trailer industry):

- AURT237271A Service and repair trailers

Retain the following from the proposed qualification list:

- AURT210170A Inspect and service braking systems
- AURT211170A Inspect & service air braking systems
- AURT216170A Inspect and service suspension systems
- AURT217665A Remove, fit and adjust wheels

Add the following:

- **AURT311166A** Repair air braking systems
- **AURT316166A** Repair suspension systems

Further standards to be added to the elective menu should include those for inspecting, servicing and repairing hydraulic and pneumatic systems.

Standards developed for EBS, RSC, steerable and lifting axles should be added to the elective menu when available. CVIAQ strongly recommends that ATA lobby for the funding of these standards to be developed as they are a major safety component not currently covered by the training system in Australia.

Some additional comments from industry to date include:

- Would like to see more about inspection, maintenance and adjustment of wheel bearings, plus inspection, maintenance, adjustment and repair of brake foundation.
- Cert III should definitely include ABS systems and possibly EBS including principles, diagnosis, repair and installation.
- Lifting Axles
- Steering Axles
- Antilock Braking ABS
- Electronic Braking EBS
- Roll Stability Control RSC
- it is very basic and doesn't cover half of the skills required to work on or repair a low loader, i.e.: hydraulics, brake systems, etc
- The 9 units of competence that have to be included in area 2 seem to cover a lot of what Scot (a trailer repairer) would do but I would be interested to see the technical inventory list to see what else there is to make up the balance of the 15 units required to meet this qualification as stated in area 2."

Yours faithfully

Brett Wright
CVIAQ