

AUTOMOTIVE

ELECTRICAL & AIR CONDITIONING

News

APRIL MAY 2026



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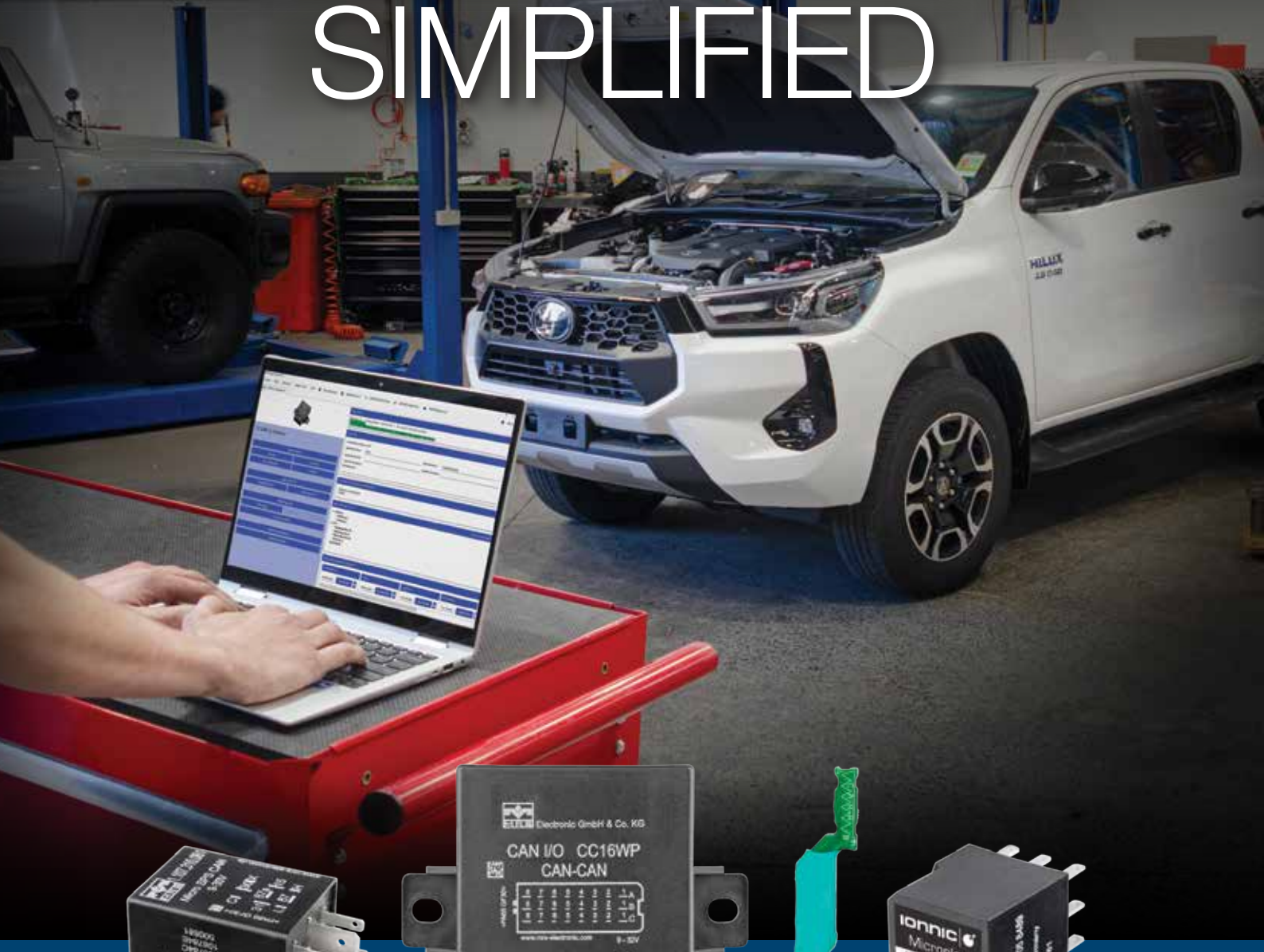
The only All-In-One brake controller system with built in SwayControl.

See Page 5

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- Skilled Migration Needed
- Research - EV Brands Matter
- Survey: Trust Matters
- MTA WA Student Graduation
- Diesel Diagnostics
- Feature: Lighting
- And much much more!

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The Editor's Desk

Welcome back.

April already, and I say it every year, but the first quarter has a way of disappearing on you.

Here's what's been on my mind lately... we are standing at the edge of a genuinely fascinating era for this industry, and I don't mean that in a vague, hand-wavy sort of way.

EVs are no longer a curiosity, they're appearing in your workshops so your team need to get trained up. Meanwhile, ADAS calibration is quietly becoming one of the most valuable services workshops can offer.

So, if you haven't already marked it in the calendar, the AAAA Industry Expo is coming up in May in Melbourne and it's worth the trip if you can make it.

It's one of those rare chances to get off the tools for a day or two, see what suppliers are bringing to market and have the kinds of conversations that are hard to have over the phone.

The auto electrical and aircon contingent always shows up and if you're thinking about tooling up or upskilling for what's coming with EVs and ADAS, there'll be plenty on the floor worth a look.

Once again, this month we've got a solid mix in the issue, technical, practical and a few industry voices worth paying attention to.



DIGITAL ENGAGEMENT is not just for big business.

If your business still relies entirely on walk-ins and word of mouth, you will find the article on page 27 by our contributor, marketing specialist Melanie Cahani of much interest.

Over the coming year, we'll be diving into all of this, practically, honestly and in plain English. No fluff, no jargon. Just real conversations about where this industry is heading and how you can get ahead of it. So, watch this space.

It's been a good few months of conversations with people across the auto electrical and aircon trades and the consistent theme I keep hearing is that the workload is strong, the skills shortage is real and the appetite for good technical content is as high as it's ever been.

That last one is music to my ears.

And as always, if there's something you want to see covered, get in touch. This publication exists for your trade and the best ideas we get are the ones that come from the floor.

All the best, Ed.

Polestar Reduces Cobalt In Batteries



Polestar cars has announced plans to recycle batteries for its Polestar 2 and Polestar 3 batteries and includes at least 50% recycled cobalt.

Circularity at Polestar extends beyond material sourcing. During the vehicle use phase, a key focus is to extend battery life and retain the battery's value for as long as possible, which benefits both the environment and the customer experience.

Polestar partners with Volvo Cars battery centres to refurbish high-voltage batteries. At these facilities, Polestar 2 and Polestar 3 vehicles that require a battery replacement receive a refurbished battery, resulting in a circular flow. Customers

receive refurbished replacement batteries with an equivalent state-of-health, improving battery value retention while reducing overall environmental impact.

Polestar is also establishing recycling partnerships across all its markets to meet producer responsibility requirements while extending battery lifecycles and maximising material recovery.

Polestar says it aims to design premium electric performance cars that favours circular material choices with lower impact across its models, some examples being recycled aluminium and steel, base carpets and inlay carpets based on ECONYL® polyamide, and yarn made from PET waste. Combined with a strong focus on reducing material complexity, modular design, mono-material solutions and circular use, this enables customers to choose a more responsibly built car, one that lowers its impact on people and the planet without compromising performance or safety.

Polestar 2 was the first car to feature blockchain-traced cobalt, setting a new benchmark for supply chain accountability. These initiatives are part of Polestar's broader sustainability strategy, which sees electrification as only the starting point. More recently, the company has introduced smart charging integration and reduced relative CO₂ emissions per vehicle by 25% since 2020, while launching four new models.

MTA Urges Government to Keep Electric Car Discount

As fuel prices surge to record levels amid ongoing geopolitical instability, the MTA Group is calling on the Federal Government to maintain the Electric Car Discount (ECD) in its current form.

"This is the wrong time to remove the only consumer incentive that makes switching away from volatile fuel costs a financially viable option for everyday Australians."

MTA says Dealerships across Australia are reporting a marked increase in consumer interest in electric vehicles since the fuel crisis began. Australians are actively seeking a way to mitigate their exposure to volatile petrol prices, and the ECD is a critical part of that solution.

More than 114,000 Australians have already switched to electric vehicles under the scheme, with real and measurable savings on running costs flowing to household budgets as petrol costs skyrocket.

The ECD works in tandem with the New Vehicle Efficiency Standard (NVES) to form a coherent policy framework for decarbonising Australia's light vehicle fleet.

While the NVES creates supply-side pressure on manufacturers to bring cleaner vehicles to market, the ECD stimulates consumer demand. Both elements are essential. Without strong demand-side measures, the NVES



risks becoming either unachievable for manufacturers or a source of higher vehicle prices passed on to consumers.

"Timing matters," MTA said. "In the midst of a fuel crisis, with Australians actively seeking alternatives to petrol-dependent vehicles, now is not the time to remove one of the most effective tools we have for accelerating the shift. The Government must hold the line."



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THE EVOLUTION OF TOWING SAFETY & CONTROL



The towing category is evolving, and customer expectations are evolving with it. What was once a simple brake controller conversation is now about integration, safety, and seamless vehicle compatibility. At the centre of this shift is the **VM1 brake controller from Elecbrakes**.

Elecbrakes has challenged traditional brake controller design from the beginning. Founded on the Central Coast of New South Wales with the goal of redefining brake controllers for modern real-world towing, the company was built on the belief that towing technology could be simpler, smarter and better suited to Australian conditions.

Every unit is proudly **Australian designed and manufactured**, assembled and tested locally.



NEXT-GEN BRAKE CONTROL

For decades, brake controllers have largely been standalone devices: wired under the dash, manually calibrated, and limited to proportional braking.

The industry has been playing by the same rules for years. With the VM1, Elecbrakes didn't just change the rules - they changed the game entirely.

VM1 is an **all-in-one towing control** system that combines proportional trailer braking with integrated SwayControl technology in a single unit. It offers full driver visibility via the app, Apple CarPlay or Android Auto, allowing drivers to monitor performance and braking activity in real time. That means installers aren't just fitting a brake controller, they are installing an intelligent towing safety system.

Unlike traditional controllers that react only to braking input, VM1 continuously monitors trailer behaviour and intervenes automatically when sway is detected. It delivers corrective braking before instability escalates, **transforming expectations of towing technology**.



This level of integration - braking, sway control, and in-vehicle system visibility - is what separates Elecbrakes from legacy brake controller brands.

DESIGNED WITH INSTALLERS IN MIND

For installers, that shift also delivers practical advantages. Fewer variables, cleaner outcomes, and more satisfied customers. In a busy workshop, streamlined installation improves efficiency while maintaining a professional finish. The VM1 operates across 12V and 24V systems and on all vehicle makes and models, without specialised wiring kits or vehicle-specific versions.

- **Streamline Installation**
Installed externally and at the rear of the vehicle, wired directly into the vehicle's trailer socket, eliminating the need for dashboard modifications and trim removal.
- **Maximise Workshop Efficiency**
Faster, cleaner installs save time while increasing revenue and profit for your business.
- **World-First Technology**
Provide customers with the most innovative, highest-quality product on the market, increasing safety and satisfaction.

BACKED BY NATIONAL DISTRIBUTION

Through Elecbrakes' partnership with **CoolDrive Auto Parts**, VM1 is supported by a national distribution network that understands technical product categories and provides training, stock availability, and commercial support.

Together, Elecbrakes and CoolDrive are doing more than supplying brake controllers. They are helping workshops move into the next generation of smart towing solutions.

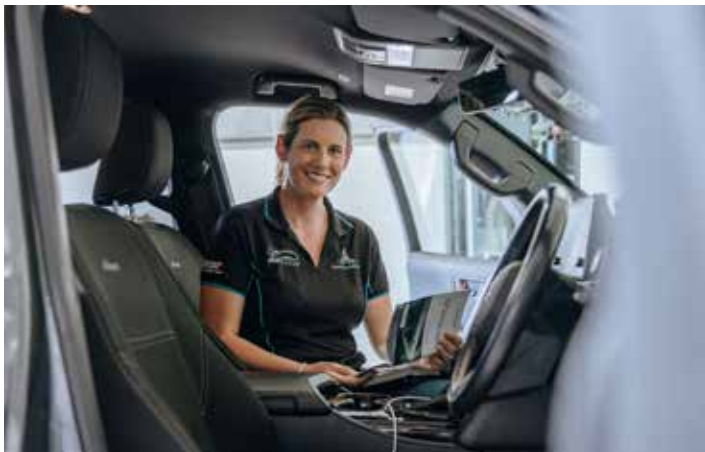
The future of towing isn't standalone hardware. It's intelligent safety systems and installer-ready technology, and VM1 is leading that transition.

Learn more, elecbrakes.com or contact your local CoolDrive representative.



Service Notes: The Most Underused Tool in Your Workshop

Many workshops are sitting on a powerful but often underused tool: *Properly organised service notes.*



By Kelly Adam

In many cases, service notes are written inconsistently, not followed up, or worse, not recorded at all. Yet when used correctly, they play a vital role in customer retention, uncovering legitimate repair work, delivering long-term vehicle care, and creating a steady stream of future work.

What Are Service Notes?

Service notes are the recommendations, faults, and upcoming maintenance items identified by the technician during a service.

They provide a snapshot of the overall health of the vehicle and create a roadmap for future maintenance and repairs.

These notes don't only apply to faults discovered during the service. They should also include upcoming scheduled maintenance that may no longer be recorded in the vehicle's service book. Items such as timing belts, fuel filters, spark plugs, valve clearances and other long-term service requirements should all form part of the vehicle's service notes.

When used correctly, service notes allow workshops to take a proactive approach to vehicle care, improving customer trust, preventing unexpected breakdowns, and helping to maintain a steady flow of work throughout the year.

Why Service Notes Matter

First and foremost, as automotive professionals, our role is to keep our customers' vehicles safe, reliable and well maintained while communicating what their vehicle needs both now and in the future.

With modern service intervals often stretching to 12 months or longer, workshops can no longer rely solely on routine servicing to maintain profitability. Properly managed service notes help bridge this gap by identifying legitimate future work that keeps vehicles safe, reliable and well maintained.

It's important to emphasise that this process is not about adding unnecessary charges. Instead, it's about delivering thorough, professional care. When customers understand the condition of their vehicle and the maintenance it requires, the increased invoice value becomes a natural and ethical outcome of excellent service.

How to Implement Service Notes

A simple system can make all the difference.

Many workshops find success by categorising service notes into four headings:

Urgent / ASAP – Items that should be addressed before the next service but do not immediately ground the vehicle (for example worn tyres or worn brake components).

Needed for Roadworthy – Items required to meet roadworthy standards (where applicable).

Next Service – Maintenance items due at the next scheduled service. This prepares the customer for what's coming next.

Notes to Monitor – Observations or recommendations that should be monitored over time.

If a safety-critical fault is identified and the vehicle cannot be driven safely, the customer should always be contacted immediately.

Service notes may seem simple, but when used consistently they strengthen customer relationships, reduce quiet periods, and position your workshop as a trusted long-term partner in vehicle care.

If you need help implementing service notes in your workshop, please reach out:

kelly@automotivebusinesscoach.com.au



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WA Report Reinforces Need For Practical, Evidence-Based EV Repair Regulation

The Australian Automotive Aftermarket Association (AAAA) has welcomed the Western Australian Government's measured approach to the future regulation of electric vehicle (EV) repair work, following the release of its consultation outcome report on certification of repairers under the Motor Vehicle Repairers Act 2003 (WA).

The report recommends that a new EV repair class and related qualification requirements not be introduced at this time, and instead proposes a further review in the first half of 2027.

AAAA Chief Executive Officer Stuart Charity said the WA process had delivered a practical outcome at a time when governments are still considering how best to support a safe transition to EV servicing and repair.

"Western Australia has taken a careful, evidence-based approach," Mr Charity said.

"This report reinforces a key point the aftermarket has been making: if governments move too early to impose mandatory EV licensing, they risk worsening skills shortages, increasing costs for workshops, and reducing repair availability for motorists."

The WA report acknowledges that existing safeguards already apply, including work health and safety obligations, Australian Consumer Law requirements, existing training and standards, and manufacturer-led training. It also notes strong stakeholder concern that duplicative mandatory requirements

would impose unnecessary costs and create barriers for repair businesses, particularly while the EV repair market is still developing.

Mr Charity said the report should be seen as an important precedent for other jurisdictions, noting it confirms that introducing mandatory EV licensing too early can worsen skills shortages, create costs, and reduce repair availability — a significant finding that deserves close attention across Australia.

The WA report finds the market is still maturing, with workforce shortages in key trades, and that future regulatory settings must reflect market development, training availability and regional service access, while recognising premature intervention could disproportionately affect small, medium and regional repair businesses.

AAAA said the decision not to proceed with a new EV repair class at this stage is not a rejection of safety, but a recognition that safety outcomes must be achieved in a proportionate and workable way.

"Safety matters enormously, but it is not served by blunt regulation that reduces repair capacity, weakens workforce supply and limits access to timely and affordable repairs. Good regulation should lift standards without restricting access, competition and capability," Mr Charity said.

The Association said the outcome highlights the need to distinguish between safety training and new occupational barriers. While the report does not mandate new requirements, it signals that



any future framework must be carefully calibrated and supported by pathways for upskilling existing repairers.

AAAA said it now expects other jurisdictions, including New South Wales, to take note of the process undertaken in Western Australia.

"Other governments should examine this report closely and ensure their approaches are proportionate, practical and supported by the evidence," Mr Charity said.

"As the vehicle fleet changes, governments must work with industry to build skills and maintain safe repair pathways — not rush into regulatory models that may unintentionally make the problem worse."

The WA report was provided to AAAA by the WA Department of Local Government, Industry Regulation and Safety, which confirmed it includes recommendations and findings on the possible future regulation of EV repair work.

Exedy Acquires UK's Protean Electric

Protean Electric is an automotive technology innovator, and a world-leading developer of in-wheel motors including ProteanDrive, a fully integrated in-wheel drive solution. Protean Electric's technology is strategically positioned to



play a major role in the electrification of mobility by offering OEMs the ability to redefine their vehicle propositions to improve user experience and range while also reducing vehicle cost. Protean Electric has over 320 patents across 75 patent families with operations in the United Kingdom and China.

Under the ownership of EXEDY, Protean will be able to meet the market demand for its in-wheel motors at industrial scale and competitive cost. As the automotive industry evolves and shifts towards electrification and software-defined platforms, the backing of an established

Tier 1 supplier enables the further development and market expansion of Protean's products.

"This transaction represents a major step in the adoption of ProteanDrive as a mainstream drivetrain solution for the automotive industry. Our acquisition by EXEDY allows our OEM customers to confidently enable their future products with in-wheel motors. The potential for ProteanDrive to allow OEMs to deliver better electric vehicles has been clear to many for years — this transaction provides us with the industrial scale to offer a sustainable, cost-competitive product that turns the potential into reality," said, Protean Electric CEO, Andrew Whitehead

Skilled Migration Needed To Assist Auto Trades

The Motor Trades Association of Australia (MTAA) has contributed their input to the Joint Standing Committee on Migration's Inquiry into the value of skilled migration to Australia.

Australia's automotive retail, service and repair sector employs more than 320,000 Australians and is dominated by small, family-owned businesses operating across metropolitan, regional and remote communities.

Despite this critical role, the sector faces persistent skills shortages across almost every occupation, including mechanics, diesel technicians, body repairers, automotive electricians, tyre

fitters, tow truck drivers and parts interpreters. These shortages are structural and have been building for more than a decade.

Declining apprenticeship commencements, low completion rates, an ageing workforce and increasing vehicle complexity have all contributed to current workforce pressures. Many businesses are now operating below capacity because they cannot recruit skilled workers, particularly in regional areas. These shortages affect more than individual businesses. Longer booking times, reduced service availability and closed service bays have implications for transport safety, supply chains and local economies.

MTAA's submission makes clear that skilled migration is a critical component of the automotive workforce. The MTAA says that domestic training alone cannot meet current demand or support the rapid technological change underway across the sector.

Current migration settings are not meeting the needs of the automotive sector. Employer-sponsored pathways are often slow and costly, occupation lists do not reflect real labour market conditions, and income thresholds can disadvantage regional employers.

MTAA is calling for a migration system that is responsive, evidence-based and aligned with workforce needs across all regions.

To read MTAA's submission follow the LINKS from the www.mtaa.com.au website.



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Focus On Consumer Guarantees In Motor Vehicle Purchases



The Australian Automotive Aftermarket Association (AAAA) has welcomed the Australian Competition and Consumer Commission's (ACCC) compliance and enforcement priorities for 2026–27, particularly its continued focus on consumer guarantees in motor vehicle sales.

AAAA Chief Executive Officer Stuart Charity said the ACCC's emphasis is timely given ongoing confusion among new car buyers about the difference between manufacturer warranties, extended warranties and their automatic rights under the Australian Consumer Law.

"Consumers are routinely told, directly or indirectly, that their rights end when a manufacturer's warranty ends — or that they must return to the dealer for servicing to protect their warranty. That's simply not how Australian consumer law works," Mr Charity said.

Under Australian consumer law, consumer guarantees are automatic and cannot be excluded or limited by anything stated in a contract, warranty document or at the point of sale. For motor vehicles, these guarantees apply for an unspecified but reasonable period and require that a vehicle be of acceptable quality — including being safe, durable and free from defects — be fit for any disclosed purpose, match its description or demonstration model, and have spare parts and repair facilities reasonably available.

Where a vehicle has a major problem, consumers are entitled to choose a refund or replacement, and in some cases a repair. For non-major problems, consumers may still be entitled to repair or replacement.

"The key point is this: a manufacturer's warranty is an additional promise — it does not replace consumer guarantees. Consumers should never accept 'your warranty has expired' as the end of the story," Mr Charity said.

AAAA research shows 40% of new car owners believe they must return to the dealer to maintain their warranty, 40% understand they can choose a qualified independent repairer and still rely on consumer protections, and 20% remain unsure.

"In practice, that means up to 60% of new car owners could be making decisions based on confusion or misinformation. That's a competition issue as much as it is a consumer issue," Mr Charity said.

The AAAA has encouraged vehicle sellers, manufacturers and warranty providers to ensure communications are clear and not misleading, particularly where extended warranties include restrictive conditions, such as tied repairer arrangements, that may confuse consumers about rights they already have under consumer guarantees.

Injectronics

TECHNICAL BULLETIN

MITSUBISHI - OUTLANDER

#T0146

Make: Mitsubishi

Model: Outlander

Subject: ABS fault

The MK61 Antilock Braking System (ABS) module is fitted to a wide range of vehicles including the popular Mitsubishi Outlander. Owners have experienced a common issue with the ABS warning light illuminating in the central instrument cluster. The ABS light illuminating a common symptom when the ABS unit fails.



Affected Vehicles:

- Mitsubishi Outlander ZG - 4B12 I4 16V DOHC VVT 2005-2012
- Mitsubishi Outlander ZH - 4B12 I4 16V DOHC VVT 2006-2012
- Mitsubishi Outlander ZG - 6B31 V6 24V SOHC VVT 2006-2012
- Mitsubishi Outlander ZH - 6B31 V6 24V SOHC VVT 2006-2012

Common faults that occur due to a failed ABS module include, no communication between the scan tool and the ABS module. As well as the fault codes listed below:

- Fault code C1073 - faulty motor drive circuit.
- Fault code C2116 - abnormality in power supply voltage in pump motor.
- Fault code C2104 - faulty valve power supply circuit.
- Fault code C1200 - wheel speed sensor signals open.
- Fault code C2200 - module internal error.
- Fault code P1773 - malfunction of ABS.

Diagnosis:

In some cases, it can be as simple as replacing a faulty wheel speed sensor, but the large majority of vehicles are being diagnosed with a faulty ABS control unit. After performing the basic checks, including scanning the vehicle for diagnostic trouble codes, many dealerships are suggesting a complete replacement ABS unit is required.

Solution:

Unfortunately, once these vehicles are outside of the dealers warranty period a replacement unit can cost in excess of \$2000. Injctronics offer a cost effective alternative and can remanufacture the customers own MK61 ABS unit. This guarantees no reprogramming is required once that unit is refitted to the original vehicle which is also more efficient.

Repair Part Number: ABSOUTREP

OEM Part Numbers:

- 06210957383
- 06261335251
- 28561128013
- 4670A502
- 06210215334
- 06210956653
- 06261334091



injectronics.com.au

Sharpen Your Diagnostic Skills At Expo

A powerful technical training program at the 2026 Australian Auto Aftermarket Expo will help technicians sharpen their diagnostic capability and keep pace with today's increasingly complex vehicles.

The Expo sponsored by Repco and co-located with the Collision Repair Expo, will take place from 14–16 May 2026 at the Melbourne Convention & Exhibition Centre, with free technical training sessions available to all automotive trade professionals. Australia's largest aftermarket event will bring together the aftermarket industry, leading suppliers and international trainers.

As modern vehicles incorporate increasingly sophisticated electronics, networked systems and electric and hybrid platforms, workshops require deeper technical understanding to diagnose faults accurately, reduce guesswork and maintain productivity and profitability. The technical training program at the 2026 Expo delivers practical sessions focused on real-world techniques technicians can apply immediately in the workshop.

Training sessions will cover key diagnostic topics including NVH Introduction, Using Maths Channels to Monitor Intermittent Faults, Diagnosing Modern Energy Systems—From ICE to Electrification, Engine Oil Additives Uncovered, Thermal Imaging—Comparison, Use Cases and Basic Navigation, and Old School Ignition Systems.

These sessions will be delivered by respected international trainers Steve Smith from Pico Technology (UK) and Scott Hicks from TOPDON USA, alongside Australian expert Ross Walker from the Australian Lubricants Association. Drawing on decades of industry experience, the trainers will share practical insights into diagnostic workflows, measurement techniques and troubleshooting strategies that help technicians diagnose faults faster and repair vehicles with confidence.

For technicians seeking deeper learning, the Expo will also feature Advanced Technical Masterclasses held on 13 May, the day before the Expo opens. These paid, limited-capacity sessions provide extended training with global experts for technicians

wanting to build advanced diagnostic capability. Masterclass topics include Programming for Popular Makes, Network Communication Protocols, and Developing Better Diagnostic Judgement and Critical Thinking.

The technical learning experience also extends onto the trade show floor. The Diagnostic Discovery Zone will showcase practical diagnostic workflows, tools and techniques in action. The ADAS Technology Zone will feature calibration insights, equipment demonstrations and emerging technologies supporting modern driver assistance systems, and a standalone ADAS Code of Conduct session will turn the code into a practical workflow you can apply in your workshop immediately.

“Whether you're a qualified technician, an apprentice starting out, or a workshop manager wanting to keep technical skills up to date, the Auto Aftermarket Expo is the one industry event worth investing time in attending,” said Stuart Charity, CEO of the AAAA.

“Nowhere else can you access this level of comprehensive training, free of charge, with world-class experts all in one place. It's a unique opportunity for technicians, workshops and businesses across the industry.”

The event will also feature a free business training program for workshop owners, managers and automotive professionals, with industry leaders addressing the key challenges facing automotive businesses today.

The Expo will bring together more than 13,000 industry professionals and over 400 exhibitors, alongside extensive networking opportunities across the three-day event. For more information and to register for FREE, head to www.autoaftermarketexpo.com.au



REPORT A BREACH

The ARC administers refrigerant handling licences and refrigerant trading authorisations on behalf of the Australian Government, to professionals in the refrigeration/air conditioning and auto industry.

The Australian Refrigeration Council (ARC) has launched a new 'Report a Breach' form on the ARCTick website.

This makes it easier for industry members and the public to report potential breaches of refrigerant handling regulations under the Ozone Protection and Synthetic Greenhouse Gas Management Act 1989.

Users can make reports easily via arctick.org, with the option to remain anonymous.

This initiative supports ARC's ongoing commitment to environmental responsibility and regulatory integrity

across the refrigeration and air conditioning (RAC) sector.

The ARCTick website provides a list of potential reportable breaches and outlines how submissions will be assessed. Potential breaches include:

- Unlawful discharge of regulated refrigerants
- Carrying out work without a permit
- Possessing refrigerant cylinders without a valid permit
- Suspected breaches of permit conditions
- False claims or false advertisement of holding a permit.

Each report is reviewed by the ARC's compliance team and depending on the nature of the report, ARC may conduct further enquiries or engage directly with the individuals or businesses involved.



High-risk issues may be escalated to the Department of Climate Change, Energy, the Environment and Water (DCCEEW) for regulatory action. This upgraded reporting tool reinforces ARC's commitment to strengthen transparency, accountability and continuous improvement across in the RAC industry. By making breach reporting more accessible, the ARC helps uphold high standards and safeguard Australia's environmental and regulatory frameworks.

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To understand how your business can benefit from becoming a Century stockist, contact your local Century Batteries representative on **1300 362 287** or visit centurybatteries.com.au

MEET MANDATORY EV ACCREDITATION REQUIREMENTS WITH TESTO EQUIPMENT



From June 1, 2026, Victoria will introduce mandatory “EV” Accreditation for Licensed Vehicle Testers performing roadworthy inspections on Electric and Hybrid vehicles, a change strongly engaged with by the Australian Automotive Dealer Association (AADA) and implemented by VicRoads. Similar EV Accreditation programs will follow across the rest of Australia to ensure a universal level of EV safety standards.

In order to gain EV Accreditation, automotive workshops servicing or inspecting EVs must comply with safety standards (specifically AS 5732:2022) and ensure that the following are available:

- **Safety Equipment:** Insulated gloves (1,000V minimum rating), insulated mats, boots, and face shields.
- **Fire Safety:** Class D fire extinguishers, lithium fire blankets, and water mist systems.
- **Detection & Testing:** A CO metre (35 ppm capable), thermal imaging camera (20°C–400°C), and AED on-site.
- **Workshop Layout:** A dedicated, clearly marked high-voltage safe zone with proper signage, and lock-out/tag-out kits for de-energising vehicles.
- **Charging Capability:** Level 2 (7kW – 22 Kw) and Level 3 (50Kw) chargers to support servicing demand
- **Technician Training Standards:** The industry is moving towards stricter adherence to Australian Standard AS 5732:2022, which governs how technicians safely service EVs.

Testo is a global leader in the design and manufacture of portable and stationary measurement and testing equipment, founded in Germany almost 70 years ago. The company provides high-precision instruments for many industrial



applications, including Electric Vehicle (EV) component testing and evaluation.

It is recommended that workshop owners review their Licensed Vehicle Tester (LVT) conditions, commence or continue training for their technicians and ensure that they have the correct EV Testing and maintenance equipment well ahead of the June 2026 deadline.

Testo offers the latest tech EV testing equipment as required by the new EV Accreditation requirements.

1. Thermal Imaging: The “Internal Eyes” of EV Diagnostics

- **Requirement:** VicRoads mandates a range of 20°C to 400°C for Battery /HV systems.
- **Solution:** The Testo 883 Thermal Imager (The Gold Standard): Features 

ROTATING ELECTRICAL SOLUTIONS YOU CAN TRUST



- **Extensive range of starter motors and alternators**
- **Quality OEM alternative parts you can rely on**
- **Over 85 years of proven technical expertise**
- **Australia wide parts availability**
- **Comprehensive warranty for total peace of mind**

Available from BURSON, JAS Auto Electrical Parts, Truckline and auto electrical parts specialists.

More EV Research: Brand Origin Matters

A recent survey by money.com.au has found the majority of Aussie drivers (54%) say a car manufacturer's country of origin matters more when purchasing or considering an EV or hybrid vehicle than an internal combustion engine (ICE) model. The remaining 46% say it holds equal importance across both categories.



"EVs are still relatively new territory, so Aussie car owners are weighing up risks far more consciously than they do with traditional petrol cars. With less real-world evidence of an EV's reliability to base decisions on, drivers are particularly looking at the brand's country of origin, its reputation, and the engineering standards it's known for. In a market with so many new and unfamiliar players, that distinction really matters," he says.

Money.com.au's Finance Expert, Sean Callery, says EV buyers are increasingly using brand origin as a 'risk filter' as competition intensifies in the market.

Battery quality concerns top list of EV buyer worries

When asked why they apply tougher scrutiny to an EV brand's country of origin, drivers cited the following concerns:

- Battery safety/quality: 35%
- Reliability/build quality: 20%
- Cyber and data-security risks: 17%
- Brand reputation/resale value: 11%
- Warranty and service-network depth: 11%
- Environmental/ethical standards: 6%



320 \times 240 resolution (expandable to 640 \times 480) to see individual failing cells clearly.

- Smart Fusion & ScaleAssist: Testo technology overlays thermal data onto real world images (crucial for customer reports) and automatically adjusts the scale to prevent false alarms on due to hot temperatures.

2. Gas Analysis: Testo 340 (Industrial Grade)

- Requirement: Licensed EV testers need a CO meter capable of 35 ppm for hybrids.
- Solution: The Testo 340 Flue Gas Analyser: It handles up to four sensors (O2, CO, NO, NO2).
- Workshop Durability: Unlike cheaper meters, the Testo 340 has an automatic dilution feature. This protects sensors from poisoning caused by high exhaust spikes, ensuring that this is a workshop tool that lasts a decade, not

just a season.

Testo has a team of Australian based experts ready to assist and ensure that your workshop gains not just the new Australian standard, but a world class standard of EV Testing Accreditation.

To find out more, contact Testo Australia Customer Service—03 8761 6108 or visit Testo online at www.testo.com

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RX400h/RX450h:

Hybrid battery vent servicing



2009–2012 Lexus RX450h • 2006–2008 Lexus RX400h

Hybrid vehicle sales are on the rise. However, there have been many hybrid vehicles available in the luxury segment over the years, such as the Lexus RX400h and RX450h. These vehicles are well out of warranty and at a price point that makes them more affordable for those who want to ride the green wave. Some simple service checks and customer education are required to achieve the maximum lifespan from the traction batteries.

RX Hybrid overview

The name "RX" stands for "Radiant Crossover" and is used on mid-sized SUVs from Lexus. The RX300, with a 3.0L V6, and the RX330, with a 3.3L V6. The RX 400h (MHU38) is the hybrid variant, debuted at the North American International Auto Show in 2004 and introduced to the Australian market in October 2006. The RX400H uses a similar 3.3L V6 (3MZ-FE) to the RX330, but because it has a hybrid system, the combined output is equivalent to that of a 4.0L engine (marketing). All RX400h in Australia are AWD as they have a 50kW, 650-volt 3-phase electric motor to drive the rear wheels, when required.

The RX450h was introduced in 2009 and shares a similar layout to the RX400h. The RX450h features an upgraded 3.5 L 2GR-FXE V6 that runs on the Atkinson cycle for added efficiency.

These vehicles utilise the following different voltages for different systems.

- 650-Volts AC – This comes from the inverter, which boosts the voltage from the traction battery to drive the electric motors at the front and rear axles to reduce the load on the petrol engine, which saves fuel.

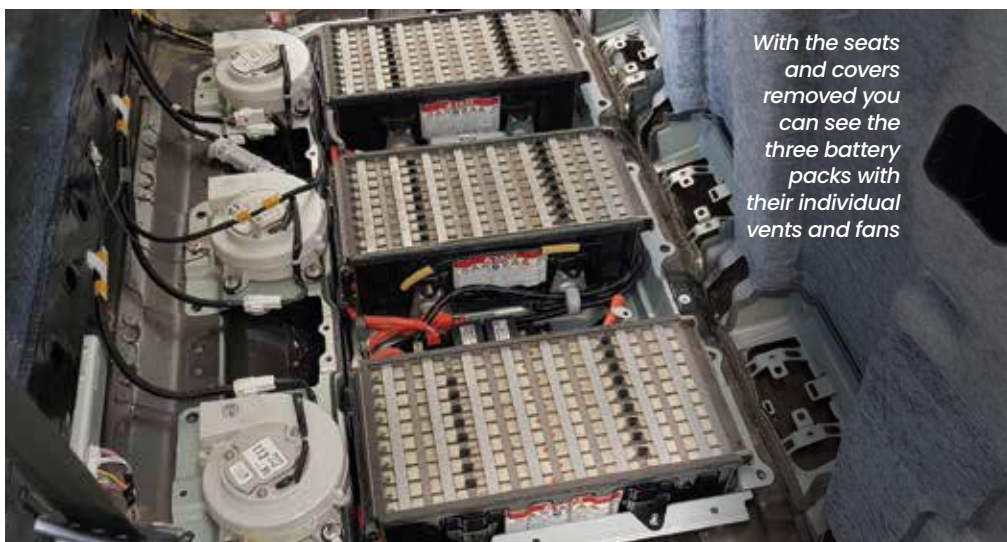
DIAGRAM 1 Three traction battery cooling vents



These vents can become blocked over time with dust and hair, or they can be easily blocked with luggage

- The cables are orange to warn you of the high-voltage risks.
- 288-Volts DC – This is the battery's rated voltage and is used to supply the inverter and power the electric motor that drives the air conditioning compressor. The cables are orange, to warn you of the high-voltage risks.
- 42-Volts DC – The inverter steps the voltage down to be used in the electric power steering. The cables are yellow, to warn you of the high-voltage risks. (The RX450h uses 46-Volts for the EPS).
- 12-Volts DC – The inverter steps the voltage down to power all the low-voltage systems on the car, as in a non-hybrid vehicle, and this voltage is used to recharge the 12-volt auxiliary battery in the engine bay for the RX400h or the boot for the RX450h.

DIAGRAM 2 Traction batteries and cooling fans



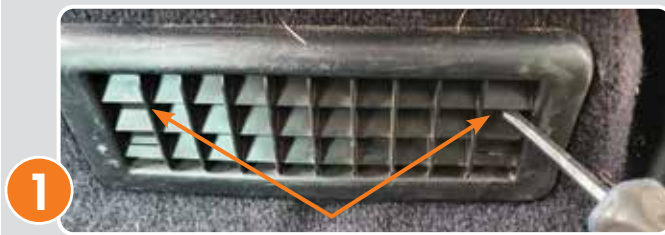
With the seats and covers removed you can see the three battery packs with their individual vents and fans

The traction battery for the RX400h and RX450h is mounted under the rear seats and consists of 30 nickel-metal-hydride cells with a combined voltage of 288 volts. These cells are divided into three packs, each with its own cooling fan that draws cool, clean air from the passenger compartment through the air gaps between the cells to remove heat generated during charging and discharging. See Diagram 2

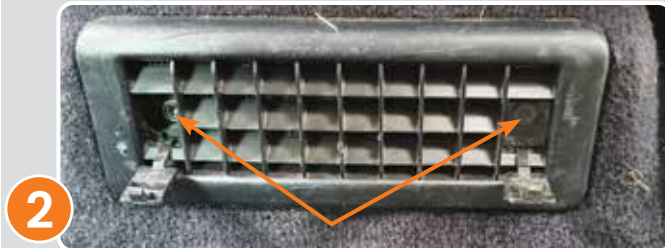
Battery cooling vents

As stated above, the battery pack is divided into three modules; as a result, each module has an intake vent mounted under the rear seat, just above the floor. These intake vents sort of align with the vents from the HVAC system, which directs airflow from under the front seats into the rear passenger compartment. See Diagram 1
This system seems to work well. However, these battery cooling vents can become clogged over time with lint, dust, pet hair, or other particles. This restriction will reduce cooling airflow, potentially causing the battery modules to overheat and reducing their lifespan.

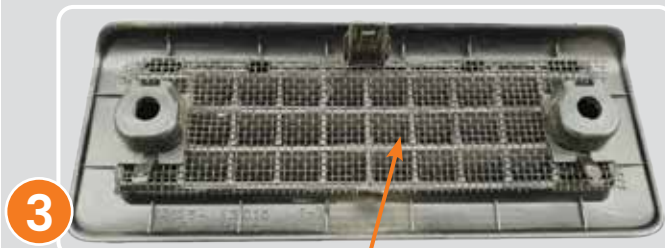
DIAGRAM 3 Traction battery cooling vent removal



Insert a screwdriver into each end of the middle row of square holes and flip the bolt covers down



Remove the two 10mm bolts which hold the vents in place



Brush or blow out any dust and particle build up

Conveniently, the battery intake vents on the RX models are easy to access and clean. It is recommended to run a vacuum cleaner over the vents during every service to remove any lint or fluff buildup.

WARNING: Don't be tempted to blow the vents out with compressed air while they are still fitted to the vehicle. This will only blow the dust and particles into the battery, which may block the small passages between the cells.

Every couple of services, it is recommended to remove the intake vents, give them a brush-off, and blow them out with the air gun. Each vent is mounted with two 10mm bolts. With a screwdriver, you will need to flip out a clip to reveal the bolts. Then remove the bolts and lever the vents out. See Diagram 3

Customer education

If you have a customer with an RX400h/RX450h, it is worth having a chat with them about their battery's need for clear airflow. As these vents are near floor level, they are easy to block by luggage or blankets placed over the seats for pets. If the vents are blocked for a short trip, it might not be a problem. However, if the car is fully loaded and on a long trip on a hot day, the batteries might suffer damage.

This is an updated version of an article that was first published in VACC's TechTalk magazine in March 2022. TechTalk is available to all VACC Members and VACC MotorTech subscribers. VACC MotorTech now has a High-Voltage Data package available, which gives you access to the HaynesPro information on hybrid and electric vehicles with high-voltage systems, as well as the collection of OE workshop manuals we have in our technical library via VACC's TechAdvisory Service. For more information see details below.

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More Fake Fuel Usage Tests

76% of Tested cars using more fuel than advertised

On-road testing undertaken by Australia's peak motoring body has found consumers and regulators still can't put their faith in the fuel consumption and emissions data being provided to them by carmakers.

The AAA's Real-World Testing Program tests new electric, hybrid, petrol, and diesel cars on local roads and compares results to each manufacturer's mandatory laboratory test figure that's promoted on the windscreen label of each car sold in Australia.

The latest batch of Program results shows 8 out of the 10 internal combustion engine vehicles tested used more fuel on-road than advertised, with the worst result being the GWM Tank 300 which used 25% more fuel in the real world than in the laboratory.

The Commonwealth funded Program has now tested 141 petrol, diesel and hybrid vehicles, with 76 per cent found to use more fuel in real-world conditions than advertised.

The latest batch also includes two battery electric vehicles (EVs), with one delivering

a driving range 10% below that reported on the windscreen label (BMW iX1) and the other a driving range 25% below that reported on the label (BYD Seal).

The Program has now tested 11 EVs, all of which failed to match their reported laboratory driving range (travel distance on a single battery charge), with shortfalls ranging from -3% to -31%.

AAA Managing Director Michael Bradley said: "These results will help Australians wanting to make the switch to an EV, given our polling shows 60 per cent of people identifying as likely EV buyers nominate range anxiety as the main concern preventing them from choosing an EV.

"Giving consumers independent information on real-world battery range means they now know which cars perform as advertised, and they can worry less about running out of charge and make the switch with confidence."

The latest Program results come one week after the Government released the first batch of New Vehicle Efficiency Standard (NVES) compliance figures for each car importer, which showed carmakers will come under increasing



pressure to produce lower emissions – which are measured and regulated via the mandatory laboratory test.

Mr Bradley said, "The AAA supports the introduction of increasingly stringent vehicle emissions regulation, but we also want to make sure our car fleet is getting cleaner in the real-world, not just in the lab.

"By independently measuring fuel use and emissions performance in real-world conditions, this Program provides transparency about NVES-related emissions reductions, and the degree to which they are being realised on Australian roads."

All Program results are available at realworld.org.au

MTA NSW Automotive Excellence Awards 2026

The Motor Traders' Association of New South Wales has announced the winners of its inaugural Automotive Excellence Awards 2026, celebrating the businesses and individuals driving excellence across the state's automotive industry.

More than 300 industry professionals, business leaders and dignitaries, including the Hon Anoulack Chanthivong MP, Better Regulations and Fair Trading and the Chair of CareSuper, Linda Scott, gathered at the Sofitel Sydney Wentworth recently to recognise outstanding achievement across 16 award categories, including mechanical repair, collision repair, new vehicle dealerships, and member recognition.

MTA NSW CEO Stavros Yallouridis congratulated all winners and finalists for their exceptional contribution to the industry.

"These awards are about celebrating the very best of our industry, the businesses and individuals who raise the bar



every day. I congratulate all our winners and finalists on this outstanding achievement," Mr Yallouridis said

"The Automotive Excellence Awards are our way of celebrating the people and businesses who form the backbone of our \$55 billion industry," he added.

Apprentice of the Year – 1st Year (sponsored and presented by Penrite)

- Bridie Bennett – Certificate III Heavy Commercial Vehicle Mechanical Technology, Singleton Earthmoving, Singleton

Apprentice of the Year – 2nd Year (presented by Jack Richards)

- Jack Berry – Certificate III Automotive Refinishing Technology, Taminda Smash Repairs, Tamworth

Apprentice of the Year – 3rd Year (presented by Kody Garland)

- Roy Lardner Burke – Certificate III Heavy Commercial Vehicle Mechanical Technology, Heavy Diesel Specialists, Rutherford

Outstanding Apprentice of the Year (sponsored and presented by CareSuper)

- Roy Lardner Burke – Certificate III Heavy Commercial Vehicle Mechanical Technology, Heavy Diesel Specialists, Rutherford

Women in Automotive Apprentice of the Year (sponsored and presented by Women in Automotive)

- Jennifer Smyth – Certificate III Automotive Electrical Technology, John McGrath Auto Group, Belconnen ACT



Study Shows EV Batteries Lasting Longer

A large-scale real-world analysis has found that modern electric vehicle batteries are designed to last longer than the vehicles they power, with average degradation happening slowly and predictably over time.

Research conducted by global telematics firm Geotab analysed data from more than 22,700 electric vehicles across 21 different models, making it one of the most comprehensive real-world assessments of EV battery health to date.

The study found that EV batteries degrade at an average rate of 2.3 per cent per year, meaning a typical battery is expected to retain around 81.6 per cent of its original capacity after eight years of use.

According to Geotab, the results confirm that current-generation EV batteries can deliver long service lives that extend beyond standard ownership and fleet replacement cycles.

Charging behaviour has the biggest impact

How a vehicle is charged has the biggest effect on battery life.

The study found high-power DC fast charging above 100kW as the primary contributor to accelerated battery wear. Vehicles relying heavily on high-power fast chargers showed degradation rates up to double those of vehicles that

predominantly used lower-power charging options.

Vehicles that use DC fast charging for less than 12 per cent of charging sessions recorded an average degradation of 1.5 per cent per year. By comparison, vehicles that frequently relied on fast charging saw degradation increase to around 2.5 per cent annually.

Where high-power charging above 100kW accounted for more than 40 per cent of DC charging sessions, degradation rose further to approximately 3.0 per cent per year.

Climate and usage also influence battery health

Environmental conditions were also found to play a role in battery wear.

Vehicles operating in warmer climates, where temperatures exceeded 25 degrees Celsius on more than 35 per cent of days, experienced an additional 0.4 per cent degradation per year compared with vehicles in cooler regions.

Usage intensity had a measurable impact as well. High-utilisation vehicles completing a full charge cycle every one to two days degraded around 0.8 per cent faster annually than lower-use vehicles, though the study notes this is often offset by higher productivity and vehicle utilisation benefits.



The research also examined state-of-charge behaviour, finding that moderate exposure to very high or very low charge levels did not significantly accelerate degradation. Increased wear was only observed when vehicles spent more than 80 per cent of their time at extreme charge levels.

The study recommends prioritising AC charging or lower-power DC charging where operationally possible, reserving high-power fast charging for situations where it is genuinely required.

Geotab said the results align with earlier research, noting that the observed 2.3 per cent degradation rate represents a return to levels recorded in 2020, following lower rates identified in 2023 studies. The shift reflects newer EV models, higher charging power availability, and evolving usage patterns.

Source: The Australasian Fleet Management Association.

NSW Metropolitan Business of the Year (sponsored and presented by Tyrepower)

- **Small Automotive Business:** Dulwich Hill Automotive, Marrickville
- **Medium Automotive Business:** Sylvania BMW, Sylvania
- **Large Automotive Business:** Penrith City Automotive, Kingswood

NSW Regional Business of the Year (sponsored and presented by Capricorn)

- **Small Automotive Business:** Sampson's Car Repairs, Tamworth
- **Medium Automotive Business:** Geoff Richards Panel Beating, Dubbo
- **Large Automotive Business:** Thomas Bros Toyota, Wagga Wagga

Specialist Automotive Business of the Year

- **Automotive Mechanical Repair Business** (sponsored and presented by IMA B2B): Bold Trailer And Caravan Repair Centre, Miranda
- **Collision Repair Business** (sponsored and presented by Scott & Broad): L & M Smash Repairs, Seven Hills
- **New Vehicle Dealership** (sponsored and presented by CareSuper): Mercedes-Benz Parramatta, Granville

MTA NSW Member Recognition Awards

- **MTA NSW Member Recognition Award:** Lancaster Motor Group, Singleton
- **MTA NSW President's Award:** Thomas Bros Toyota, Wagga Wagga

The gala event was hosted by comedian and television presenter Charlie Pickering, with entertainment from award-winning speed painter Brad Blaze and Sydney band Bermuda Social.

The evening also included special guests, Foodbank NSW CEO, John Robertson, 2025 Aussie Racing Cars Champion, Kody Garland, the co-founders of Women in Automotive, Kate Peck and Rachel Butler, and a live charity auction, raising funds for Foodbank NSW and ACT, to help them tackle hunger and food insecurity in the community.

The event was proudly supported by Platinum Sponsor CareSuper, with Capricorn and Tyrepower joining as Gold Sponsors. Silver Sponsors included Women in Automotive, the industry's leading body championing women, as well as IMA B2B. Bronze Sponsors were Penrite, Scott & Broad and PMA Global. RT Health, Henry William Lawyers and Steadfast Workplace Risk rounded out the evening as Supporting Sponsors.

CENTURY'S LITHIUM PRO REDEFINES ADVENTURE POWER

Century Batteries' next-generation Lithium Pro battery is delivering proven performance for adventure enthusiasts across Australia, offering greater efficiency and smarter power management. Designed for off-road, recreational and marine power demands, Century Lithium Pro is a lighter, faster-charging deep cycle solution engineered to perform in rugged Australian conditions.

Powered by advanced Lithium-Ion Phosphate (LiFePO₄) technology, the 12V 100Ah Lithium Pro delivers over 3,000 cycles at 80 per cent depth of discharge. Weighing just 12.6 kilograms, it charges up to 10 times faster than traditional flooded deep cycle batteries, providing more usable power with significantly reduced downtime.



Century's next-generation Lithium Pro features a lighter design, improved recharge capability, integrated Bluetooth monitoring and a Low Power Consumption Mode to minimise self-discharge during storage. The result is a more efficient and intelligent power system built to handle remote travel, seasonal use and demanding off-grid environments.

Ideal for 4x4s, RVs, caravans, camper trailers and boats, Century Lithium Pro's compact footprint and multi-angle mounting flexibility allow installation in tight spaces without compromising durability or performance.

As demand for lightweight, high-performance lithium solutions continues to grow, more Australians are making the switch from traditional deep cycle batteries. The shift reflects a broader move toward technology that offers longer service life, improved energy efficiency and greater confidence when access to power is limited.

Shaun O'Brien, General Manager – Australia & New Zealand at Century Batteries, said Lithium Pro was designed to meet the increasing demand for advanced battery solutions capable of supporting extended remote travel.

"We've engineered Lithium Pro from the inside out — it's faster to charge, smarter to manage and easier to install," O'Brien said.

"It's built to thrive in harsh Australian conditions, whether powering a weekend 4WD trip, running tools on-site or supporting essential systems on long-distance adventures."

Technical features include:

- **Advanced Battery Management System (BMS):** Prevents overcharging, over-discharge and short circuits, while managing passive cell balancing and thermal protection.
- **Low Power Consumption Mode (LPCM):** Minimises self-discharge after 72 hours of inactivity – ideal for seasonal or infrequently used setups.
- **Bluetooth monitoring:** Full real-time visibility over charge status, performance, temperature, and battery health – directly from the Century Lithium Pro app (iOS and Android).
- **No extra meters required:** Streamlines installation for both professional and DIY setups.
- **Built tough:** Flame-retardant ABS casing, IP65-rated water/dust protection, and vibration resistance for harsh Australian touring conditions.
- **Fully compliant:** Independently tested to UN38.3, IEC62619, IEC61960, AS/NZS CISPR 32, and RCM certified.
- **Broad charger compatibility:** Including Century's CC1225-XLi lithium smart charger.



Bridgestone UK Survey: What Really Matters Is Trust, Familiarity.

A nationwide survey commissioned by Bridgestone has revealed that UK motorists are showing loyalty to their local tyre & auto businesses for reasons far beyond just competitive pricing.

The research based on the responses of 2,000 drivers, found that while 48% still regard product pricing as the main reason they remain loyal to an auto business, it's far from the only influence.

The study uncovered the human side of motoring loyalty, with 35% of drivers saying they return to the same business because of the relationship they have with the staff. For many, familiarity breeds trust, with 29% stating they continue to use the same garage because their family has always done so.

Interest in consumers wanting to see a garage with proven sustainability credentials (e.g. running on solar panels) is

growing with 26% of those asked saying they would be prepared to pay more. This figure represents a growth from 2024 statistics, when 23% of drivers declared that they'd do the same when asked the same question.



Meanwhile, 30% said they would willingly pay more to a garage that has a comfortable and welcoming waiting area and in a lighter detail, 8% of motorists confessed that the quality of coffee on offer plays a part in where they choose to have their car serviced.

HASSLE-FREE, PLUG-AND-PLAY POWER WITH REDARC'S REDWORKS PANELS

For tradies including auto electricians, reliable power is the backbone of any modern work vehicle.

REDARC's REDWorks Power Panels are designed to make powering the worksite simpler, smarter and far more efficient.

A dependable 12V system is no longer a nice-to-have, it's an essential.

Modern-day tradespeople are increasingly investing in capable dual battery systems to provide set-and-forget onsite power, without relying on external generators.

Dragging a bulky generator from site-to-site introduces noise, fumes, and ongoing fuel costs. A dual battery system is quiet, maintenance free power that works hard.

Built with the requirements of service vehicles in mind, REDWorks removes the complexity out of dual battery setups to deliver a complete plug-and-play, all-in-one power system. Lithium ready, these Australian made panels combine REDARC's proven charging, monitoring and power management technology into a single ready-to-install unit.

REDWorks uses an in-built BCDC to keep your auxiliary battery charged while allowing you to run all your gear without draining the start battery.

The system charges from the vehicle alternator while on the move and includes an inbuilt MPPT solar regulator with Green Power Priority. This ensures the auxiliary battery continues receiving charge throughout the day, even if the vehicle is not driven long distances between worksites.

REDWorks gives users the ability to keep batteries on charge throughout the day. So, if a tool runs flat mid job you can simply swap them over. Genuine Anderson connectors make connecting 12V equipment straightforward, whether it is work lighting, a compressor or a fridge.

For applications requiring 240V, add an inverter to your REDWorks panel and you unlock access to the devices from home while on the move.

Compact by design, REDWorks fits neatly into canopies, service bodies, trailers and



work vans without sacrificing valuable storage space. With just mounting points and pre-wired out of the box, installing a panel is hassle-free. Simply mount, plug and power.

Suitable for both new builds and retrofits, the range includes three models to suit different demands. At the size of an A4 piece of paper, the Scout is compact and perfect for essential loads.

The Nomad panels add a fuse box for centralised maintenance and hassle-free expansion. The Bluetooth-enabled Pioneer features full RedVision integration for advanced real-time monitoring and control, providing clear visibility over power usage on the go.

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The Payroll and Rostering Mistakes That Could Cost More Than \$100 Million

By John Girardi

In September 2025, the Federal Court delivered a landmark decision that sent shock waves through the world of Human Resources. In that case, the rostering arrangements for salaried employees at Woolworths and Coles were found to have resulted in many of these employees being underpaid, even though they appeared to be on good salaries. The ramifications of this decision is likely to cost hundreds of millions of dollars in back payments.

This isn't a supermarket problem. It's a compliance risk that all business owners need to be aware of.

With salaried employment contracts, salaries are usually stated in annual terms. For example, an employee might be paid an annual salary of \$80,000 plus superannuation. The salary is designed to compensate the employee for things like overtime rates, shift penalties, and annual leave loading. It doesn't mean the employee isn't paid these entitlements – legally they have to be paid – but they are rolled up into the salary.

Having worked in the Human Resources field for more than 30 years, I've assisted many employers with drafting salaried employment contracts. When I've thought about these contracts and how they work, I've always thought in terms of the annual amount paid to the person. But this recent Federal Court decision makes it clear that we need to think of the salaries paid to employees in terms of the pay periods they are paid in. For example, if you pay your employees fortnightly, you need to think of the salary in terms of what it covers for each and every fortnight.

The Federal Court decision makes it clear that employees must receive their full award entitlements in each pay period—not averaged out over the year.

The Federal Court rejected the idea that the salary paid over an entire year could be used to pay for any shortfall that occurred in any single pay period (i.e. in each pay fortnight or in each pay week). This means that if an employee works a lot of extra hours in a particular pay period, for example because you are short staffed, the pay they receive for that pay period needs to at least be equal to or above what they would have been paid under the Award. You can't rely on the fact that they are ahead of the Award when looked at for the entire year.

Each pay period needs to stand alone. Employees must be paid at least as much as, or more than, they would have been paid if paid at Award rates, including overtime and shift penalties, in every pay period. Basically, overpayments in one pay period cannot be used to fix underpayments in another pay period.

Why This Matters in the Automotive Industry

This goes directly to common industry practice in many industries, including the automotive industry, such as:

- Flat hourly rates for technicians
- Salaries for service advisors
- "All-in" salary packages for managers

Many of these arrangements rely—often unknowingly—on the exact logic that the Federal Court has rejected.

The Death of "Set and Forget" Salaries

A key problem identified in this case was that employers did not track or reconcile what employees actually worked against what they were paid. There was a lot of criticism of the record keeping, which made it difficult to determine if underpayments had occurred.

What became clear is that, if challenged, employers need to have records that can defend against an underpayment claim. They need to be able to show:

- A. The hours worked and how these hours are categorised, such as ordinary hours, additional hours, and hours attracting penalty rates.
- B. If challenged, the employer will need to show how the hours worked would have been paid if strictly following the Award, compared to how they were actually paid – so that any underpayment can be clearly identified.

The Court found that employers cannot pay a fixed salary, then ignore the actual hours worked and assume that the salary will cover everything.

Record-Keeping: The Silent Liability

One of the most overlooked parts of the decision relates to record-keeping.

The Court identified failures in:

1. recording overtime hours properly;
2. recording penalty rates and allowances; and
3. maintaining accessible, interpretable payroll records.

Critically, rosters and clock-in data were not enough to defend against the claims of underpayments. Records must clearly show how entitlements were calculated – basically the records need to be categorised into ordinary hours, shift hours, and overtime hours, etc.

Importantly, where there are failures in record-keeping, the employer faces a reverse burden of proof—meaning that the employer must disprove the underpayment claims. Basically the claims of underpayment will be accepted unless the employer has records that help disprove the underpayment claims.

What Business Owners and Managers Should Do Now

This decision is likely to be appealed, but in the meantime, in light of this decision, employers should:

1. Audit your salary arrangements

You should ensure that your salaries are covering award entitlements in each pay period and take special notice of the weeks where employees are working additional hours for no extra payments.



Smarter Battery Fitment Solutions

Century Yuasa Batteries (CYB) has announced a major enhancement to its industry-leading Battery Lookup System, partnering with Haynes Pro to deliver an advanced level of battery fitment intelligence that better supports technicians, fitment specialists, and parts professionals.

For decades, accurate battery fitment has been the cornerstone of workshop efficiency and customer satisfaction. Yet as vehicles become more complex – particularly with the rise of hybrid, plug-in hybrid, and electric vehicles (EVs) – the need for precision guidance and up-to-date data has never been greater.

Haynes Pro, part of the Infopro Digital Automotive Group, is widely respected for its OE-sourced technical data used by thousands of workshops worldwide. Their catalogues span ICE, hybrid, and EV segments – including newer European models – offering an ideal fit for CYB’s goal to future-proof its Battery Lookup System.

“This isn’t just a backend upgrade,” said Andrew Bottoms, Marketing Manager at Century Yuasa Batteries. “Users will immediately notice the difference in both

speed and usability. The previous reliance on PDF downloads is gone – replaced with dynamic, browser-based instructions that load instantly on desktop and mobile devices.

“The interface has been refreshed with step-by-step guidance and procedure-specific reference images, making the process more intuitive for users of all experience levels. Whether fitting a battery in a family sedan or navigating reinitialisation procedures of electrical components after battery reconnection in a Euro hybrid, the instructions are clearer and more actionable.”

“By partnering with Haynes Pro, CYB can provide a more intelligent user experience with greater vehicle coverage,” he added.

Unlike many other web-based battery finder platforms, Century Yuasa’s Battery Lookup System stands apart as a complete fitment solution, which allows users to quickly and accurately identify vehicles using rego, VIN, or make and model search. Once selected, it presents all compatible battery replacement options along with an estimated fitment time, helping technicians plan and manage jobs more efficiently.



More importantly, it also provides the necessary detailed fitment instructions, including steps for reinitialising electrical systems and programming the battery management system, to ensure every installation is completed to a professional standard.

“Century’s Battery Lookup System is just one example of how CYB are making it easier for workshops to deliver quality service with confidence. From intelligent data integration to real-time support, Century Yuasa remains committed to empowering their trade partners with practical tools that streamline everyday operations.”

To see the upgrade in action, contact your Century Yuasa representative on 1300 362 287.

Of course this is one of the main purposes of salaries. Salaried employees are expected to work “reasonable additional hours” for no additional payment. They are paid what should be “good salaries”, that compensate them for working additional hours. However, it is a good idea to do some spot checks from time to time, to make sure that the additional hours your employees are working are not making them worse off when compared to what they would have been paid if paid strictly according to the Award.

And you need to look at each pay period individually.

2. Fix record-keeping gaps

Importantly, if you receive an underpayment claim, your rostering and pay records need to be able to clearly identify where overtime, shift penalties, allowances, and loading would have been paid. You need this information to be able to demonstrate that the salaries you are paying are in excess of the Award.

3. The particular problem of Leave Loading

An important thing to check is Leave Loading. Many employers do not pay Leave Loading as a separately identifiable amount. This is not a problem, providing that 1) your salary is high enough to cover the leave loading, and 2) you have a clause in the employment contract that makes this clear. Under the Vehicle Repair, Services and Retail Award 2020, you have an obligation to pay Leave Loading to employees when they take annual leave.

A potential problem is that the salary you pay may cover all Award entitlements in all pay periods, except in the pay periods when the employee takes annual leave. Leave Loading is 17.5%, which means in the weeks where an employee takes annual leave, they need to either 1) be paid the Award rate plus 17.5%, or 2) be paid a salary that is equal to or exceeds this amount in the pay periods that the employee is on annual leave.

The Federal Court decision is sobering and has caused many of us to think differently about salaried employment, and to wonder if everybody should be on employment contracts that specify hourly rates. For me, salaried employment contracts will always have their place, but, given this recent decision, employers need to be mindful of how their salaries work and how they compare to Award entitlements. They also need to keep records that demonstrate that the salaries they pay are above the Award in every pay period.

About John Girardi

John Girardi is a Human Resource consultant who runs Girardi Human Resources. He works with a number of employers in the automotive industry to provide outsourced human resource support, including providing Fair Work advice, drafting employment contracts, performance management, management training, and recruitment.



You can find out more about Girardi Human Resources here:

www.girardi.com.au

email: john@girardi.com.au

mobile: 0421 085 546



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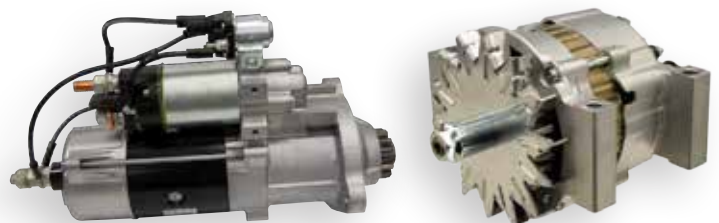


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GIVE YOUR WORKSHOP THE ULTIMATE UPGRADE



NAPA has you sorted for the Financial New Year with an extensive selection of workshop and specialist tools and equipment from reputable brands.

By forging strong partnerships with industry leaders, NAPA ensures that automotive professionals have access to the finest tools and equipment necessary to service any part of a vehicle with confidence and efficiency.

For starters, NAPA offers a comprehensive range of hoists, including two-post, four-post, in-ground, scissor, and column lifts, suitable for vehicles of all sizes up to 65 tonnes. These hoists are sourced from leading global manufacturers, guaranteeing top-tier reliability, safety, and performance.

NAPA's selection of jacks and stands are designed for safety and ease of use, with options like low profile and air-actuated models to suit every workshop's needs. This range is complemented by

transmission lifters for various vehicles, emphasising NAPA's comprehensive lifting solutions.

NAPA's brake service equipment supports top-tier brake services with bench and on-car brake lathes, roadworthy compliant testers, and innovative tools for passenger and heavy-duty vehicles. The aim is to boost workshop efficiency and reliability in brake servicing.

NAPA leads with advanced wheel and alignment tools, including intuitive 3D Alignment systems and the world's most innovative wireless 3D alignment system, available exclusively through NAPA and GPC Asia Pacific. The tyre changers cater to a broad range of vehicles, supporting wheels up to 2.8 tonnes.

NAPA provides a full suite of air compressors and accessories for workshops of all sizes, featuring heavy-duty models and essential accessories like hoses and retractable hose systems.

NAPA's air conditioning tools cater to efficient recovery, recharge, and recycling, accommodating refrigerants like R134a and R1234yf. The selection ranges from simple manual tools to advanced automatic machines.

NAPA supplies essential roadworthy equipment, including brake check tools and light circuit testers, complemented by a range of parts to complete roadworthy certifications.

With NAPA, never misdiagnose thanks to the world's most advanced diagnostic

technology covering a wide range of vehicles. The selection includes equipment compatible with OEM programming.

NAPA enriches workshops with a versatile range of equipment for greasing, lubrication, pressing, cleaning, and cooling, tailored to vehicles large and small while promoting environmental responsibility. The equipment is chosen to enhance workshop efficiency and safety, particularly in high temperatures.

Milwaukee Tool supplies NAPA with a range of quality power tools, including drills, soldering irons, and comprehensive kits, all backed by advanced technology and long-life batteries.

NAPA supports workshops with durable hand tools for daily trade use, including screwdrivers, spanners, and socket wrenches, from the leading brands in the trade tool business.

NAPA partners with industry leaders to offer everything for welding, from equipment to safety gear, ensuring protection and quality in welding tasks.

Improve workshop efficiency and cleanliness with NAPA's storage solutions, including tool bags, boxes, workbenches, and cabinets, featuring heavy-duty components and integrated power.

All these options underscore NAPA's commitment to providing workshops with access to the latest and most efficient technologies in vehicle maintenance so visit www.napaparts.com.au for the latest deals.

MTA WA Student Graduation

The MTA WA recently held their annual Student Graduation, a fantastic evening celebrating the achievements of apprentices and students completing key milestones in their automotive careers.

Held at their Balcatta workshop, the event brought together over 120 guests, including graduates, family members, trainers, industry representatives and supporters, to recognise the hard work and dedication of the graduating students.

The workshop was transformed into a vibrant event space for the night, with a standout V8 car display adding to the atmosphere and making it a memorable occasion for everyone involved.

A highlight of the evening was recognising outstanding student achievements, with award recipients nominated and voted by their respected MTA WA trainers for their excellence and commitment throughout their training.

- Joshua Drayton, who successfully completed the Certificate II in Automotive Vocational Preparation (AUR20720)
- Bailey Halden, who completed the Certificate III in Automotive Mechanical Technology (AUR30320)



These trainers' choice awards recognise each student's dedication, professionalism and development of practical, industry-ready skills, marking an important milestone in their automotive careers.

The event was sponsored by CareSuper and SP Tools, whose ongoing support helps MTA WA continue to recognise and celebrate emerging talent in the automotive industry.

D-Max and Mux DPF/DPD Issues



By Clinton Brett

The Isuzu D-Max and Mux are now one of Australia's most popular cars and popular for DPF/DPD faults.

Last year Isuzu eventually got to the bottom of the major cause of the DPF differential pressure sensor failure.

The wrong material was used on the hoses which feed the exhaust pressure to the sensor. The hoses were not adequate to cope with the heat, causing the glycerin to seep from the rubber into the highly sensitive pressure sensor, resulting in complete failure of the sensor.

Haynes Online Repair Manual

ISUZU DMAX

Step-by-step maintenance & repair

ISUZU DMAX

This makes sense to me (pardon the pun) as I had been driving around for 12 months in my own car (Musso UTE) with test hoses connected for the DPF diagnostics training courses and my DPF sensor failed. My rubber hoses were standard fuel grade hose, not suitable for high exhaust temperatures.

That's a bonus tip to what I am about to share with you.

Valve clearance is the greatest overlooked contributor to DPF related faults and symptoms.

Don't base your customers' additional service procedures on what the manufacturer recommends. They do not know what each customer does with their vehicles but as a regular independent

or OEM dealership workshop service provider, you need to be aware that some driving conditions will contribute to premature failures.

Simply because the vehicle is not meeting the appropriate diesel engine conditions- Constant haulage of heavy loads, minimal idle periods and less stop start cold operation.

The following symptoms can be evident when valve clearance proves to be the cause of the listed fault codes below- Excessive crankcase ventilation, excessive smoke, poor fuel economy, running rough, misfire. Engine light on, engine derated and DPF/DPD fault codes present may include-

P2002 DPD Efficiency below threshold

P2456 differential pressure sensor learnt position

P1471 Isuzu Code Regeneration Insufficient

P242F – Diesel particulate filter restriction caused by ash accumulation

P2453–Diesel particulate filter differential pressure sensor circuit range/performance

Failure/Issue: Valve clearance adjustment is overdue

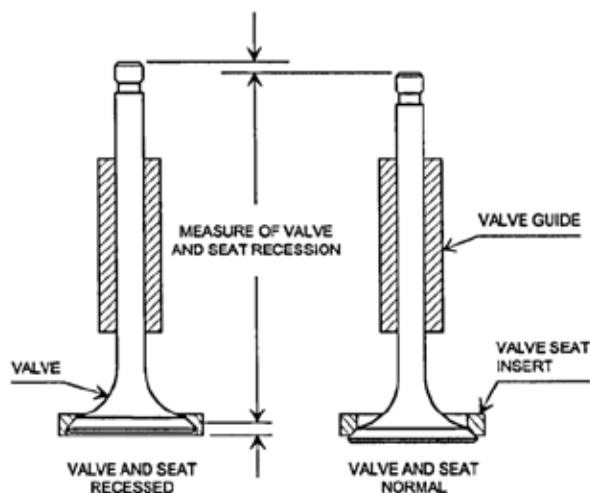


VALVE CLEARANCES

Diagnosis and/or early detection of the fault: The OEM recommends checking the valve clearances by performing an audible test. Diesel engines are a highly audible engine with rattles and knocks like that of noisy valve rockers, therefore we do not advise doing this type of test.

Often with tight valves (inadequate clearance), there is reduced audible note from the engine. This type of wear is also referred to as valve recession. Valve recession is said to have occurred if wear of the valve and seat inserts has caused the valve to 'sink' or recede altering the closed position of the valve relative to the cylinder head as shown below.

It occurs gradually over many hours. Sometimes the material loss will be greater from the seat insert and other times the material loss will be greater from the valve. The nature of the material loss is not clearly understood, although it has been suggested that it may occur by the following mechanisms- metal abrasion, fretting is adhesion mechanisms or high temperature corrosion.



Valve recession can contribute to excessive crankcase ventilation which in turn can create premature oil seal leaks, high quantity of oil vapor from the breather into the intake system, contributing to DPF issues, engine over revving and complete engine failure.

Solution: Increase the intervals for valve clearance checks and adjustments. Advise performing a physical check using feeler gauges at 20,000 to 30,000km intervals. These Isuzu engines use a screw adjustment.

Specifications provided by Haynes Pro for the 4JJ1-TC and 4JJ3-TCX

Valve clearance- Cold engine

Exhaust 0.15(mm)

Inlet 0.15(mm)

Diesel Help driver profiles

I have created a driver profile list for diesel owners as some of your customers only use their diesel vehicle to drop kids to school and go shopping and this is not really what a diesel is designed for. So, here is a tip for you all to pass onto your customers.

To reduce the increased wear of valve trains, I would advise reducing extended idle periods and increasing the load of the engine.

Why?

The diesel is a thermal combustion engine designed to operate with increased combustion temperatures. When a diesel engine operates at idle and without load, the combustion temperatures are reduced, resulting in a chemical reaction of the oxygen mixing with the diesel fuel. This reaction is hydrochloric acid, which can corrode metal components whilst parked stationary and not operating.

For more about our services, visit www.dieselhelp.com.au

Images used with permission of Haynes.

Is your workshop invisible online? Here's why that's costing you more than you think.

By Melanie Cahani, Marketing Strategist.

Let me ask you something. When did you last need a tradie you hadn't used before?

Chances are, you didn't ask around the neighbourhood. You pulled out your phone.

Your customers are doing exactly the same thing after they've hit a pothole and are unsure if their tyre is damaged or they're well overdue for a service. And if your workshop isn't showing up when they search, someone else's is.

I've spent 15 years working across the automotive aftermarket and workshop sector, and the pattern I keep seeing is the same one, brilliant operators running tight, trusted businesses who are essentially invisible to anyone who doesn't already know them. That word-of-mouth reputation you've spent years building? It only travels so far.

Here's what's shifting, and it's shifting fast.

The 25 to 45 year old vehicle owner who is your growing customer base, doesn't decide where to book a service based on a sign out front or a mate's recommendation alone. They Google. They check your reviews. They scroll your socials. If what they find is a bare Google Business listing

with three reviews from 2019 and no website worth visiting, they keep scrolling.

Meanwhile, the workshop down the road that's been running a few hundred dollars a month in Meta ads and posting consistently on Instagram has built a local audience that trusts them before they've even walked through the door.

That's the competitive reality right now and it's only going to intensify.

I'm not suggesting you need to become a content creator or spend hours online every week, nobody has time for that when running a workshop. What I am saying is that the basics matter enormously and most workshops are leaving them undone. A fully optimised Google Business profile. A steady trickle of genuine customer reviews. The occasional post that shows your team, your work, your expertise. A simple paid ad targeting local drivers when they're actively looking. These aren't big investments. But the absence of them is quietly costing you enquiries every week.

The tyre and workshop businesses that will consolidate their local market share over the next few years won't necessarily be the best operators in the area. They'll be the ones who made themselves easy



to find and easy to trust at exactly the moment a customer needed them.

You've done the hard work of building a great business. Don't let a competitor with a decent digital presence take the customer who should've been yours.

The good news? You don't have to do it all at once, and you don't have to do it alone. But you do have to start.

Melanie Cahani is a Marketing Strategist at 3 Little Birds, a marketing agency specialising in the automotive industry. Feel free to make contact at melanie@3littlebirds.com.au or www.3littlebirds.com.au

BUYER'S **GUIDE/FEATURE**

Winter Lighting Showcase



LIGHTING YOUR WAY

The Brands, Range, and Service to Keep Your Workshop Moving

In any workshop, vehicle, or job site, reliable lighting isn't just a convenience—it's a necessity. Whether it's a precision repair, a long haul through the night, or a roadside emergency, the right lighting solution ensures safety, efficiency, and visibility. That's why NAPA stock a comprehensive lighting range that meets the demands of professionals who can't afford to be left in the dark.

NAPA has partnered with industry-leading brands to provide lighting solutions that are tested, proven, and trusted. We don't just stock lights—we source the right lights for the job. Our range covers everything from high-performance driving lights and durable truck and trailer lighting to workshop essentials like inspection torches and utility lighting. With products designed to perform in all environments and conditions, you'll find solutions built to withstand dust, moisture, vibrations, and the rigors of daily use.

STEDI™ Driving Lights – Precision, Power, and Performance

Designed in Australia for our diverse and extreme conditions, STEDI™ sets a new standard in high performance LED lighting. Engineered for drivers who demand the best, STEDI™ combines cutting-edge LED technology with precision optics to deliver outstanding brightness and beam control. Whether you're tackling off-road adventures, long-

haul trucking, or simply upgrading your vehicle's visibility, STEDI™ lights provide superior penetration, spread, and clarity in all conditions. Designed with rugged housing, weatherproof seals, and advanced heat management, they are built to withstand the harshest environments while maintaining peak performance.

STEDI™ have continued to push the boundaries of technical innovation, producing a generational step forward with their new Type-X Pro Plus. An industry first with over 1,000 customisable design configurations, the STEDI™ Type-X Pro Plus comes in DRL and non-DRL variants, with advanced CREE LEDs that produce a stunning 1.5km of spot beam illumination and over 80m of flood. The cast alloy body and bracket combined with premium Du Pont™ powder coating achieve an IP68 rating, demonstrating the rigour STEDI™ go to in achieving market leading durability.

From their Type X range of driving lights, LED globe upgrades and sealed driving lights, to sleek and powerful LED Light Bars, the STEDI™ range is designed to enhance safety and visibility without compromise. With easy installation, ADR compliance, and a reputation for reliability, STEDI™ lights are the go-to choice for professionals and enthusiasts



alike. Whether you need pinpoint precision for high-speed driving or wide-angle coverage for off-road terrain, STEDI™ ensures that when the sun goes down, your journey continues—brighter, safer, and with absolute confidence.

Quality You Can Rely On

Every product in our range is selected for its durability, performance, and ease of installation. We understand that in a fast-paced workshop or on the road, downtime isn't an option. That's why our lighting solutions offer not only superior illumination but also longevity and reliability.

Beyond the products, our service sets us apart. With expert advice, fast availability, and a commitment to sourcing what you need, we ensure you have the right lighting solutions when you need them. Whether you're upgrading a fleet, replacing a faulty unit, or looking for the latest in LED technology, NAPA is your single source for lighting solutions that work as hard as you do.

Light up your workshop with confidence—because when visibility matters, NAPA has got you covered.

Noxsolis NX930 Power & Enhanced Safety

The Noxsolis NX930 is a premium LED driving light that brings both power and safety to the forefront with its innovative dual-colour, amber or white, built-in front position lights. Designed with off-road and transport vehicles in mind, the NX930 offers a superior lighting solution, ensuring safety in the most demanding conditions.

Engineered from the most powerful driving light in the Noxsolis lineup, the NX9, the NX930 combines a traditional reflector system with precise, premium-quality LED chips. This results in an impressive combo beam that extends 1,450m at 1 Lux, making it the ultimate choice for 4WDs and heavy transport vehicles that demand high-performance lighting.

“For enhanced safety, the NX930 introduces a dual-colour, amber or white,

in-built front position light in a distinctive shape at the top and bottom of the light. It also features a clear cover with specialised optics that broadens the first 300 metres of the beam pattern, making it perfect for off-road applications,” said Graeme Funnell of Invision Sales.

Built for durability, the NX930 comes equipped with a heavy-duty, adjustable mounting bracket and an almost indestructible die-cast aluminium housing, ensuring it withstands the harshest driving conditions on the planet and remains ready for action day after day.

Noxsolis offers the automotive industry a premium line of LED lighting products designed to deliver exceptional quality while maximizing profitability for stockists and installers. The range includes essential lighting solutions for 4WD vehicles such as driving lights, light



bars, work lights, LED headlight bulb kits, daytime running lights, and vehicle-specific taillight kits.

“As an experienced supplier to the automotive electrical trade, we know what's important to our customers: top-quality products that provide outstanding performance, are easy to install, come with national support, and offer solid resale margins,” added Blackman.

The Noxsolis NX930 comes in attractive display packaging, making it a standout choice for stockists. For more info contact Invision Sales on (03) 9336 2066.

Enhanced Night-time Visibility & Safety with Ignite Globes

Ignite Lighting's comprehensive ranges of replacement and upgrade headlight, signalling globes and CANBUS kits are available through CoolDrive Auto Parts.

Headlining the offerings are retrofit LED globes, which are an easy-to-fit upgrade from standard halogen bulbs, with plug and play architecture.

The anti-glare headlight LED globes – available in a quantity of two – deliver a powerful and precise bright white light, for 50 per cent more light than standard halogens with 1800 lumens per globe.

Also available are LED signalling globes for off-road use available in White, Amber, or Red beam options, which deliver an ultra-long life of up to 50,000 hours.

Offering a large range of wattage options and base types, including bayonet, single, twin, wedge, and festoon, the new Ignite signalling globes have a low current draw for maximum lighting performance.

With in-built electronic drivers, the Ignite headlight and signalling IP65-rated globes can operate in temperatures from -45 to +85 degrees Celsius and are shock and vibration resistant.

A number of electronic and resistor CANbus kits are also available from Ignite.



The electronic CANbus kits suit vehicles whose electronic systems conflict with LED headlight globes by simulating halogen bulb's signal feedback, while the resistor CANbus kits slow down or equalise the rate at which electricity passes through the circuits to avoid faults.

Ignite has also recently launched a line of Halogen and Xenon headlight replacement bulbs, produced from premium materials to OEM specifications to offer superior performance and reliability.

They are manufactured on the same production line used for leading vehicle manufacturers, which ensures the highest level of excellence through ISO/IATF quality management systems.

These new bulbs are approved for use on local roads (excluding rally), with a range

of 12V and 24V options available to meet different requirements, all designed to enhance visibility and safety.

Established in 2004 as a manufacturer of halogen products, Ignite has become a leader of LED lighting in Australia, with products suited for professional workshops, manufacturers, fleets and auto electricians.

The 100 per cent Australian-owned company uses only the best manufacturers to produce a product range that is different, exceeds customer's needs and is of premium quality.

For further information visit www.cooldrive.com.au or visit your closest CoolDrive branch.

Roadvision – The Emergency Lighting Specialists

Built tough, Roadvision provide the ultimate in high performance LED lighting solutions for a range of applications. All Roadvision lights are specifically designed, engineered, and tested for the harshest Australian conditions – meeting and exceeding Australian and international regulations.

Roadvision develop application and industry specific solutions for signal, auxiliary and emergency lighting, ensuring ongoing product evolution. With a passionate team bringing years of experience and expertise in the automotive industry, Roadvision is dedicated to the development of lighting solutions that meet and exceed your requirements.

Mine Bars

Designed and assembled in Australia

to withstand our harsh Australian environment, Roadvision's MB1200 series of mine bars are designed for vehicles requiring a high mounted visual and audio warning system.

A bolt on solution that alleviates the need to custom mount individual components directly to a vehicle, at 1200mm wide the satin black 6063 aluminium chassis features a full-length mounting channel that delivers true flexibility of installation to any application, the Roadvision MBE1200 series of Mine Bars are industry leading in build and design.

Additionally, Roadvision's MB1200 series Mine Bars can also easily be attached to existing roof racks or sports bars and are compatible with heavy duty Rhino rack mounting feet.

Need a custom build? No problem, the

Roadvision MB1200 Series are available in both, off the shelf conventional mine bar configurations, and customised options to suit your requirements. Bespoke options can be assembled containing, standard height or low-profile LED beacons, standard height or low-profile LED auxiliary lighting, LED strobe modules, LED combination lamps with or without reverse and standard or low-profile beeping or broadband audio warning alarms.

Other key features of the Roadvision MBE1200 Mine Bar Series include 9–32-volt input range, a 100,000-hour LED chip service lifespan with solid state electronics technology, stainless steel mounting hardware, and they all come with an IP67 rating, providing complete component protection against water and dust ingress. For additional peace of mind, the Roadvision MB1200 Mine Bar Series is designed to draw an extremely low current, ensuring the vehicles' electrical system (including alternator and battery) will not be negatively impacted by this installation.

For more information contact your Roadvision stockist or visit roadvision.com.au or call 1800 621 068.



Projecta Launches 48V System

Projecta, has released a new 48V power management system, offering major benefits to caravan and motorhome OEMs along with end users.

Designed to more efficiently and comfortably handle the increased power demands of modern travellers, especially those who enjoy spending extended time off the grid, Projecta's new 48V inverter/charger system delivers more power, functionality and faster charging all in an easy-to-use package.

Power distribution within the system is managed by a customisable 18-channel output module that converts the 48V input to 12V output for easy compatibility with existing 12V appliances. The module supports a variety of load types, including heavy loads, standard circuits, lighting, and dimming applications.

The new 48V system is lighter and has a smaller footprint than comparable 12V systems, maintaining valuable space and payload capacity within the caravan without sacrificing power. The system is also designed to accommodate a chassis mounted battery further freeing interior space.

With fast charging that's capable of renewing a 5kW battery from flat to full in 1.5 to 2 hours (when connected to mains power), and a high 4kW inverter capacity, the system is perfect for use with energy-hungry appliances.

When compared to 12V systems, the Projecta 48V package is also less prone to energy loss meaning greater efficiency,

particularly when paired with 48V equipment. As an example, when powering a 48V air conditioner, efficiency gains of up to 10% can be had, allowing customers to power additional appliances (toaster, kettle or coffee machine etc) without having to turn off the air conditioner, leading to a more convenient off-grid experience.

Additionally, the Projecta unit is superior when it comes to power capacity and delivery – 12V systems only provide a maximum of 3kW; there's also less voltage drop and lower overall power loss with the Projecta system.

Operating the 48V Projecta unit is also simple; owners can opt for either a generous 7" or 10" touchscreen colour display with intuitive menus that allow easy monitoring and control of system features.

The Projecta 48V system allows batteries to be easily paralleled and solar panels of up to 60Vdc can also be integrated.

Additionally, up to 18 load outputs (16 switchable circuits and 2 high output circuits) from a 12V 120A source can be configured. Each output channel can be individually fused, letting installers to tailor protection levels to suit specific electrical loads.

At the heart of the new Project 48V system is a powerful 4kW inverter charger (with



8kW surge capacity for two seconds) that features the flexibility of integrated 70A AC charger, bi-directional 30A DC-DC and 30A MPPT solar charging. The inverter/charger weighs only 8.1kg and has compact dimensions of just 455 x 306 x 88mm, allowing more fitment options.

Complementing the inverter is a clever master module that offers 18 customisable channels capable of supporting a variety of loads including heavy, standard, lighting and dimming. Another feature of the module is that each output fusing can be customised.

Along with managing power, the module can provide other useful information such as water tank levels (up to four sensors available), caravan levelling, tyre pressure monitoring, gas level monitoring and more.

Projecta's new 48V power management system comes in a convenient core kit that includes all the necessary components for an efficient installation. The kit contains the inverter, 18 channel module, peripherals, battery cabling to suit including the connections required between the module and the inverter.

Customers can then pair the system to one or more of the 48V 105Amp chassis mount batteries and choose the touchscreen size they'd like.

To ensure reliable power away from mains and when the sun isn't shining, the system is best paired with Projecta's potent 48V 105Ah LiFePO4 (equivalent to 12V 420Ah) chassis mount battery. It can be paralleled and is rated to IP67 and IP69K, ensuring longevity in demanding Australian conditions. The battery also features overvoltage, undervoltage, overcurrent, short circuit and high/low temperature protections for added peace of mind.

Available now from your usual Projecta stockists.



High Output, Workshop-Ready: CTEK's RB3000 & RB4000 Raise the Standard

As vehicle electrical systems become increasingly complex, workshops are under greater pressure to deliver fast, safe and reliable service without compromising sensitive onboard electronics. From advanced driver assistance systems and integrated control modules to lithium battery adoption and start/stop functionality, modern vehicles demand more intelligent support equipment. Recognising this shift, CTEK has expanded its professional toolkit with the introduction of the RB3000 and RB4000 high-performance portable jump starters.

Designed specifically with workshop and heavy-duty environments in mind, the RB3000 and RB4000 deliver peak currents of 3000A and 4000A respectively, providing substantial starting capability across a wide range of 12V applications. This output makes them suitable not only for passenger vehicles, but also for larger petrol and diesel engines operating in more demanding workshop or fleet conditions.



Unlike traditional booster packs, the RB series has been engineered around controlled power delivery and operator safety. Both units incorporate spark-proof technology and reverse polarity protection, significantly reducing the risk of accidental damage to vehicle electronics or workshop equipment. For technicians working on late-model vehicles with increasingly sensitive control modules, this protection is critical. Incorrect connection or voltage spikes can lead to costly electronic faults; the RB3000 and RB4000 are designed to mitigate that risk.

From a practical standpoint, portability and durability have been prioritised. The units feature rugged housings suited to daily workshop use, while remaining compact enough to manoeuvre easily between bays or transport for roadside assistance applications. For workshops servicing multiple vehicles per day, the ability to quickly deploy a high-capacity jump starter without wheeling out larger auxiliary equipment improves workflow efficiency and reduces downtime.

Importantly, the RB range is not limited to emergency starting. Both units double as high-capacity power sources, incorporating USB-A and USB-C outputs to support diagnostic tools, mobile devices and auxiliary workshop equipment. This multi-functional capability adds tangible value in modern workshops where technicians increasingly rely on electronic tools and tablets for diagnostics and reporting.

Integrated multi-mode LED lighting further enhances real-world usability, particularly in low-light workshop conditions or roadside call-outs. While seemingly a small addition, practical features such as this reduce the need for additional equipment and streamline task completion.

Battery chemistry and performance stability have also been carefully considered. The RB3000 and RB4000 are built to maintain consistent output across multiple start attempts, ensuring reliable performance even when dealing with heavily discharged batteries. For workshops handling vehicles that have been stored for extended periods or fleet assets experiencing intermittent use, this reliability is essential.

While the RB3000 and RB4000 represent a more immediate solution for high-pressure workshop scenarios where rapid starting power is required, CTEK's new NXT 5 smart charger is also worth calling out as an important addition to the battery maintenance portfolio, providing controlled 5A charging and reconditioning capability for 12V lead-acid and lithium batteries.

As workshops continue adapting to the realities of electrification, higher electrical loads and more complex onboard systems, equipment selection becomes increasingly critical. The RB3000 and RB4000 demonstrate CTEK's continued focus on safety, intelligent design and professional-grade durability. For technicians seeking dependable starting performance without compromising vehicle electronics, the CTEK range offers a robust, workshop-ready solution built for modern service demands.

To find out more about the entire range of CTEK products visit www.ctek.com

THE POWER OF
REDARC

REDARC TECH TIPS

REDWORKS POWER PANELS

SYSTEM STRAIN-RELIEF AND CABLE MANAGEMENT

⚠ CAUTION: Do not route cables over hot surfaces and sharp objects, or over/through parts of the vehicle that move during operation or maintenance.

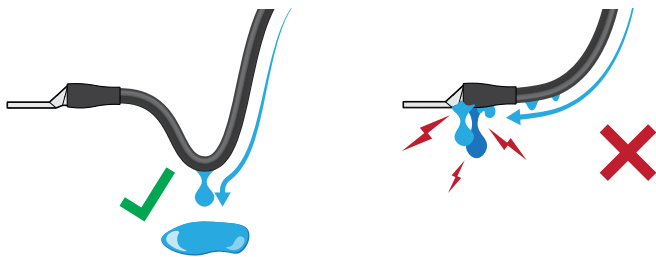
PROTECT AND SECURE THE CABLES

Once all wiring is completed, do the following to protect and secure the cables:

- Use cable ties (not supplied) to secure bundled cables to the Cable Tie Mounting Blocks on the Pioneer.
- Allow for strain-relief for cables, ensuring cables are not pulled or stretched tightly. This can cause damage or allow connections to become loose and affect the performance of the Pioneer.
- Flexible conduit (not supplied) can be used to manage and protect cables.
- Make sure all removable covers on the fuses and the Front Cover are put back on once wiring is complete.

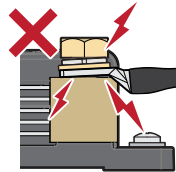
PREVENTING WATER ENTRY

Add a drip-loop to any cables connecting to the ICMS. Ensure the drip-loops are made outside the Pioneer to prevent moisture from running down the cables into sockets/terminals and devices.



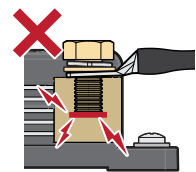
BATTERY MONITOR CABLE MANAGEMENT

IMPORTANT: Ensure lugs are fastened firmly against the top face of the terminal. Loose lugs will have a bad electrical connection, causing inaccurate readings from the Battery Monitor, and can result in damage to the wiring and Battery Monitor.



Loose connection

Lug tongue is facing downwards and is not long enough to fasten flat against the terminal, resulting in poor contact.

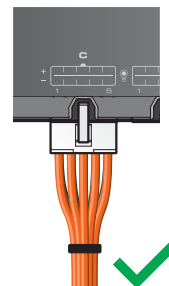


Loose connection

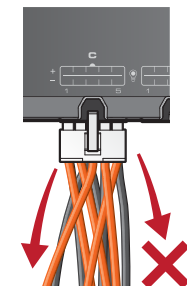
Do not use the Long Bolt if it is too long and causes a loose connection.

COUPLING THE LOOM CONNECTORS

Ensure all cables/loom connectors are firmly coupled. Cables must be firmly secured to the Panel and routed so that they are not pushing or pulling on the connector interfaces in the TVMS Rogues. Internal components and connectors may become damaged if they are subjected to repeated strain/vibration due to inadequate cable restraint.



Cables are not too loose/tight, and are neatly bundled



Do not leave cables suspended/hanging loosely from the connector interface

Note: Please notify our office when items are sold and to be removed from the FREE Buy & Sell. This service is free to all subscribers. Maximum 30 words please. Ad will run for 2 issues.

FOR SALE: Ravaglioli Rav 4402 4 post 4 tonne hoist hardly used. \$2500.00 ono . please call Leonard 0431 811175 . John Blair Automotive Moorabbin (AWMk25).

FOR SALE Hoffman Monty 3300-24 tyre changer , Hoffman Geodyna wheel balancer, M&B wheel balancer WB255N. Full details phone Mike 0427 583563 . (AWMa25)

FOR SALE Automotive business for sale. Power Drive Automotive in Knoxfield,

Victoria. 24 years in business. Purchase cost \$100,000.00. Business has a car, heavy truck and heavy bus RW licence. Fully equipped for servicing and roadworthies. Equipment can be included by negotiation. For full details contact Carol on 0410 410970 or carolalbisser@optusnet.com.au.(awm1024)

STAFF WANTED Auto electrical workshop based in Albany WA. Specialising in auto electrical repairs/ installs and air conditioning repairs. Cert 3 in automotive electrical technology and 3 years post trade experience required. Full time position available. Contact admin@albanyautolec.com.au.

FOR SALE Equipment with business (see advert Power Drive Auto) or sold separately. Too much equipment to list includes car and truck Safe-T-Stop brake tester (in floor), car shocker tester (in floor), Ravaglioli 6 column mobile heavy truck hoist (5.5 tonne at each column), 3 x Molnar 2 post hoists (1 is 3 tonne, 2 are 4 tonne) and 1 x Molnar 4 post hoist (4 tonne) tyre changer, wheel balancer, John Beam wheel aligner, air conditioner service station, scan tools G-Scan, Scan Pro, Snap On and more! For full details contact Carol on 0410 410970 or carolalbisser@optusnet.com.au.(awm1024)

Battery World Now Open In Victor Harbor

Battery World has opened a brand-new store in Victor Harbor.

South Australian family business owners, Matt and Andrew Milne have expanded their growing Battery World network with their fifth store, bringing expert battery advice and comprehensive solutions to coastal motorists and locals alike.

In fact, Victor Harbor had been on the Milne brothers' wish list of locations for years.

"We've been wanting to add Victor Harbor for a long time and we finally found the right site," said Matt Milne.

"It's an area that wasn't covered, and Andrew lives close by, so it made perfect sense for us."

The new store is a purpose-built, greenfield development featuring Battery World's latest store layout designed to make finding the right battery easy, with expert help on hand.

Matt and Andrew's Battery World journey

began 13 years ago after transitioning out of retail management roles.

"We have always enjoyed working with and serving people," Matt said. "We knew we wanted to stay in retail but do something different, and franchising felt like a natural step, in a new industry that we were already interested in it as well."

The Victor Harbor store will stock a wide range of batteries for:

1. Cars and 4WDs
2. Marine and boating
3. Caravans and recreational vehicles
4. Mobility scooters
5. Solar systems
6. Power tools
7. Household and everyday devices

Customers can also take advantage of free battery testing and professional installation services, ensuring peace of mind no matter the power need.



Supporting local communities is at the forefront of the Milne family's approach to business. Across their stores, they sponsor everything from Sunraysia Football League coin tosses and motorbike racing to lawn bowls championships and Human Powered Vehicle (HPV) school programs.

"We find that if we sponsor the league rather than just one team, it works better for everyone," Matt says. "The community supports us because we support them."

Andrew Milne will oversee day-to-day operations at the Victor Harbor store, which will service the wider Fleurieu Peninsula region, including Goolwa, Port Elliot, Middleton and surrounding areas.

With plans to continue growing, the brothers have ambitious growth plans to operating up to 8-10 stores in the future.

Uniden Becomes Official Partner Of 2026 Tyrepower V8 SuperUte Series

Uniden Australia has become an official partner of the 2026 Tyrepower V8 SuperUte Series, scaling up its commitment to one of Australia's most rugged, high-energy racing categories. The partnership kicked off at the Sydney 500 at Sydney Motorsport Park with Uniden had a trackside presence and feature inside select SuperUtes with onboard cameras delivering additional close-up driver views of the racing action.

Alongside the category partnership, Uniden also supported popular racer Christopher 'Jazz Hands' Formosa and family-run Allgate Racing, who presented a new Uniden Ute across the 2026 season.

"V8 SuperUtes is one of the most rugged and high-energy categories in Australian motorsport, and we're proud to partner with the championship for 2026," said Brad Hales, Head of



Marketing Oceania at Uniden. "It's a natural fit for Uniden and the drivers and fans who live and breathe performance, reliability and life on the road."

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