

To whom it may concern ,

I Scott Richards (qualified vehicle technician Victoria) would like to share my opinion on the lack of transparency in the automotive industry in Australia.

I have worked for numerous dealership manufacturers with vast experience in Renault, Hyundai, ,Mitsubishi ,Hyundai and Volkswagen.

I have also worked for myself but due to the manufacturers locking up their vehicle onboard diagnostic systems to only allow dealership personel to access them I have given up on running my own business as a private automotive technician.

The reason being is that the manufacturers have effectively taken away my trade qualifications with respect to me performing my job that I as a tradesman was qualified to do.

The trade qaulification of a automotive technician is to diagnose and repair a automotive vehicle and repair it for the customer.

Currently the manufacturers do not allow a private individual or business to access the onboard diagnostic systems unless you are a registered technician employed by the dealership.

This has rendered my trade qualification and years of training useless as a private business. I did not think that you could pass laws etc to render people's qualifications useless ?

What has happened here is a lack of government regulation to make sure that trade qualified technicians can perform their trades without being extorted by the multinational automotive industries.

For example Renault requires that each technician of the dealership be registered via a electronic USB token and password to perform a range of basic diagnostic and programming functions.

Without this level of authorisation a technician may aswell go and whistle Dixie when it comes to working on many European vehicles.

Obviously the manufacturers have exploited Australia's lack of government regulation regarding this trade .

This has therefore made many private technicians trade qualifications defunkt .

They can no longer perform Thier jobs.

There needs to be a universal vehicle protocol through the OBD2 connector port so that many generic scan tools can access the diagnostic information so they can perform Thier jobs.

It's not just light vehicles this goes all the way through to heavy vehicles and farming machinery etc.

This has also allowed the automotive dealerships to charge exorbitant fees with respect to repairs as they know they have you locked in with Thier market monopoly on diagnostics on private customer vehicles.

I have seen this first hand being a dealership technician , warranty administrator and a service manager.

Further more the intent of having a OBD2 diagnostic port is so that pollution related problems which affect the environment can be rectified easily by any automotive technician . Cars that are out of warranty period rarely see a dealership and there for travel along our roads pumping out excess pollution out of specification and all because people are reluctant and don't have the money to be able to get the car looked at at a dealership.

Please make a universal system like the USA so private mechanics trade qualifications are not rendered useless here in Australia.

Regards,Scott Richards.

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