GOVERNMENT OF WESTERN AUSTRALIA

Department of **Local Government, Industry Regulation and Safety**

CONSUMER PROTECTION WESTERN AUSTRALIA

Consultation Outcome Report

Certification of repairers for work on electric vehicles under the *Motor Vehicle Repairers Act 2003* (WA)

March 2026

Acknowledgement of Country

The Department of Local Government, Industry Regulation and Safety (LGIRS) respectfully acknowledges Aboriginal peoples as being the Traditional Custodians of Western Australia.

We acknowledge the enduring connection Aboriginal people continue to share with the land, sea, and sky through both their ancestral ties and custodianship to Country.

We pay our respect to Elders both past and present, and acknowledge the value brought to our department through the collective contribution of Aboriginal and Torres Strait Islander peoples across Western Australia.

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Summary

The adoption of electric vehicles (EVs) worldwide and in Australia continues to increase and is driving a commensurate increase in demand for servicing and repairs of EVs.

In 2024, the Commissioner for Consumer Protection – as the licensing authority for motor vehicle repairers – sought input from stakeholders on the introduction of an EV repair class under the Motor Vehicle Repairers Regulations 2007 (the MVR Regulations) and the related issue of upskilling existing repairers who interact with EVs.

An Issues Paper was distributed to key stakeholders representing motor vehicle dealers, repairers, training providers, insurers and the electric vehicle industry, with a view to using this early input to explore options for the introduction of an EV repair class and to narrow the issues for further consultation with stakeholders. This Consultation Outcome Report provides details of stakeholder feedback on the Issues Paper.

Of relevance to this project has been developments in New South Wales (NSW) and feedback that stakeholders provided to consultation that was undertaken by NSW Fair Trading on the introduction of an EV repair class. Following consultation, NSW decided not to proceed with the proposed introduction of an EV repair class when the Motor Dealers and Repairers Regulation 2025 (NSW) (NSW Regulations) commenced on 1 September 2025.

Following consideration of submissions to the Issues Paper and further consideration of the EV repair industry in Western Australia (WA), as well as developments in NSW, it is recommended that:

Recommendation 1

A new electric vehicle class of repair and new qualification requirements not be introduced at this time.

Recommendation 2

The Commissioner for Consumer Protection undertake a further review in the first half of 2027 on whether an EV repair class should be introduced, so that the EV repair industry can continue to develop until that time.

Although an EV repair class and related training requirements will not be introduced at this time, businesses and repairers should be mindful that:

- Work health and safety laws require risk management and safe systems of work, as well as adequate training for employees.
- Under the Australian Consumer Law (WA), services must be provided with care and skill. Businesses should consider whether they have the appropriate skill and technical ability to carry out work on EVs with the required level of care and skill.
- Other laws may require repairers to undertake training.[1]

1 For example, under Australian Standards or to access information in the Motor Vehicle Information Sharing Scheme, which are considered later in this paper.

Background

Legislative framework

The *Motor Vehicle Repairers Act 2003* (WA) (MVRA) provides for the certification of individual repairers and the licensing of repair businesses within prescribed classes of repair work.

The MVRA was introduced to protect consumers in their dealings with motor vehicle repairers and to promote high standards of workmanship within the industry. The repair industry strongly supported the introduction of a licensing regime for repairers, having lobbied successive governments since the early 1990s.

The MVRA is supported by the MVR Regulations, which commenced in 2007 and prescribe classes of repair work for which a repairer can be certified and qualifications for each class of repair work. A list of the current repair classes, including the scope of repair work and required qualifications for each class, is available online.

Overview of the legislative reviews undertaken

Consultation on proposed changes to the *Motor Vehicle Dealers Act 1973* (WA) (MVDA) and the MVRA over a number of years have assessed the effectiveness of the legislation to ensure it is appropriate, and operating in the interests of both consumers and industry.

In 2021 and 2022, as a result of previous reviews, the number of classes of repair work was reduced from 29 to 23.

Electric vehicles

Technological developments and changes to qualifications and training packages mean that it is necessary to review the existing classes of repair work and the associated qualifications from time to time.

The uptake of EVs has highlighted the need to consider an EV repair class to ensure:

- high standards in the repair industry are achieved by a repair class dedicated to EVs; and
- the safety of motor vehicle repairers performing the service or repair, especially given differences between the electrical systems in a conventional internal combustion engine (ICE) vehicle and those that have the high voltage and high amperage generated by EVs.

For example, EVs (battery EVs and plug-in hybrid EVs) accounted for 12.3 per cent of all new cars sales in Australia in 2025, up from 9.61 per cent in 2024.[2]

In WA, EVs account for two per cent of all licensed light vehicles in WA, with 4,481 new battery EVs registered in the third quarter of 2025.[3]

While EVs account for a small percentage of the total vehicle fleet, automotive electricians have been identified by the Department of Training and Workforce Development on the 'State Priority Occupation List 2025' as 'State priority 2 – Longer-term policy priority':

> 'Industry advised that demand for Automotive Electricians is currently high in Western Australia, driven by technological advancements and the growing complexity of modern vehicle electrical systems. The shift towards electric, hybrid and hydrogen-fuelled vehicles has further increased

2 Data available at: State of EVs 2025 - Electric Vehicle Council.

3 As at Q3 2025. Data available from: WA electric vehicle licensing data | Transport WA and includes battery, plug-in, fuel cell, and hybrid electric vehicles.

the need for skilled specialists in diagnostics and repair. While future demand is expected to remain strong, workforce shortages persist, particularly in regional areas where fill rates are lower than in metropolitan areas.

Automotive Electricians play a key role in supporting new energy solutions. As electric and hybrid vehicle numbers grow, upskilling and job readiness among new entrants are seen by industry as essential to meeting future workforce needs'.

Motor mechanics have also been identified as 'State priority 2', with a projected need for approximately 31,000 additional mechanics nationwide over the next five years.

Currently, WA does not have a class of repair work for EV repairs. It is anticipated that the absence of a repair class and prescribed qualification could become a growing problem as EV sales lead to a corresponding increase in demand for servicing and repairs.

Electric vehicle repairs in NSW

In November 2022 and May 2024, NSW Fair Trading consulted on proposed EV motor mechanic repair classes and qualifications.

The May 2024 Consultation Paper proposed changes to repair classes and qualifications identified:

- Feedback from stakeholders from previous consultations indicated it may be too early to introduce an EV repair class but that 'recent findings indicate a pressing need to move forward'. Those findings include reports that people have identified a shortage of EV mechanics as a significant barrier to purchasing an EV and that EVs are often written off after minor accidents due to a scarcity of skilled mechanics.
- NSW Fair Trading views establishing an EV repair class as part of addressing market demands and ensuring 'the development of a skilled workforce capable of servicing this evolving motor vehicle landscape'.[4]

In a summary feedback report of the Consultation Paper, NSW Fair Trading noted that EV repair classes represent a significant reform and there is support for the introduction of repair classes to ensure the safety of workers and consumers.[5]

In April 2025, NSW Fair Trading published the Draft Motor Dealers and Repairers Regulation 2025 (NSW) (Draft Regulations) and a Regulatory Impact Statement which set out various proposed changes to the NSW legislation, including:

- A new class of repair work called 'electric vehicle motor mechanic', which includes work to inspect and maintain battery EVs; replace batteries in EVs; and repair safety interlocks, auxiliary or traction motors, rechargeable energy storage, and electrical, steering, suspension, cooling, air conditioning or braking systems.

4 NSW Consultation Paper, p 5.

5 Available from: Motor trades qualifications | Have Your Say.

- Two qualification pathways to become an EV motor mechanic:
  - complete the Certificate III in Automotive Electric Vehicle Technology (EV Certificate III); or
  - existing motor mechanics can complete AURSS00064 – Battery Electric Vehicle Inspection and Servicing Skill Set.
- The existing motor mechanic class of repair work includes repairing vehicles and vehicle systems other than battery EVs.
- A condition on certain repairer certificates[6] prohibiting the repairer from working on a battery EV unless the repairer has completed a relevant qualification, being the unit of competency AURETH101 Depower and reinitialise battery electric vehicles.
- A condition on certain repairer certificates[7] prohibiting the repairer from working on a battery EV or a hybrid vehicle unless AURETH101 has been completed.

Consultation on the Draft Regulations closed on 30 May 2025. Consultation on the Draft Regulations identified that:

- Fifty-nine per cent of respondents supported the introduction of an EV motor mechanic repair class.
- Sixty per cent of this cohort recommended either long transition periods – three to five years for the reforms to take effect – or other alternative solutions.[8]

In contrast, the Motor Trade Association NSW (MTA NSW) and the Federal Chamber of Automotive Industries (FCAI) called for a three-year[9] or two-year[10] transition period to apply.

NSW has decided not to proceed with the proposed introduction of an EV repair class in the new Motor Dealers and Repairers Regulation 2025 (NSW) which commenced on 1 September 2025. While NSW remains committed to the introduction of an EV repair class and appropriate EV training, they have identified the need for further consultation on appropriate transitional arrangements.

Differences between NSW and WA

It is important to note that NSW and WA have different state government EV incentives and targets. Although some financial incentives for the uptake of EVs have recently ended, for example the WA zero emission vehicle rebate which ceased accepting applications on 10 May 2025.[11] WA's Electric Vehicle Strategy includes a range of other measures to support EV uptake, including WA State Government targets for its own vehicle fleet.[12]

6 Automotive electrician; Body maker; Exhaust repair work; Panelbeater; Transmission specialist; Underbody work; Vehicle painter.

7 Electrical accessory fitting work; Radiator repair work; Steering, suspension and wheel alignment work.

8 Motor dealers and repairers regulation remake | Have Your Say.

9 MTA NSW article: MTA NSW Clarifies Key Issues and Invites Industry Input on Motor Dealers and Repairers Regulation Reforms | MTA NSW.

10 FCAI submission: FCAI-submission-to-NSW-MDRR-review_300525.pdf.

11 Zero Emission Vehicle (ZEV) Rebate | Transport WA.

12 State Electric Vehicle Strategy for Western Australia.

NSW also has both a target for its government vehicle fleet (50 per cent EV procurement by 2026) and a general target for EVs to represent more than 50 per cent of new car sales by 2030–31.[13]

In submissions to the Issues Paper, stakeholders expressed concern that imposing additional requirements for repairers to work on EVs could lead to fewer EVs being repaired in the short term and exacerbate current skill shortages.

Other stakeholders identified that there are existing frameworks, outside of the MVRA and MVR Regulations, for repairers to undertake additional training to work on EVs and that imposing further requirements by introducing an EV repair class could duplicate existing requirements.

In relation to transition periods for EV repair class in NSW, the MTA NSW has proposed that a three year transition period for training requirements is appropriate to support small workshops and workshops in regional areas where access to training facilities may be limited.[14]

The availability and accessibility of training providers is also highly relevant in WA especially given the State's size and the geographical remoteness of some areas. While the uptake of EVs has largely been centred on Perth metropolitan areas (Perth metro) the Department of Transport and Major Infrastructure reported in March 2025 that EV licensing quarter-on-quarter growth rates in the regions exceeded the Perth metro.[15]

It is unclear whether this uptake of EVs in regional areas will continue to grow, however other initiatives, for example the WA EV Network which commenced operations in January 2025 with 110 EV charging stations across 49 locations,[16] make it easier to own an EV outside the Perth metro.

13 NSW Government's Electric Vehicle Strategy | NSW Government.

14 MTA NSW article: MTA NSW Clarifies Key Issues and Invites Industry Input on Motor Dealers and Repairers Regulation Reforms | MTA NSW.

15 WA electric vehicle licensing data, March 2025 Quarter.

16 Western Australia's Electric Vehicle (EV) Network | Climate action.

Consultation process

The Issues Paper included five themes:

1. Scope of repair work.
2. Qualification to undertake EV repairs.
3. Upskilling existing repairers to meet increasing demand for EV servicing and repairs.
4. Minimum safety training for all repairers to promote safety.
5. Issues for future review.

In the context of qualifications, upskilling and safety training, the Issues Paper also identified the importance of determining a suitable transition period for any new training requirements.

Seven detailed written submissions were received in response to the Issues Paper. The responses highlight contrasting views about the need for a dedicated EV class and that careful consideration is required in relation to:

- Requiring repairers to undertake training when repairers and businesses may already be taking steps to ensure safe and quality repairs.
- Providing certainty for existing repairers and people seeking to enter the industry about training requirements for EVs.
- Existing skill shortages in the industry and not exacerbating these skill shortages through additional training requirements (and related costs).
- Ensuring there is sufficient flexibility for repair businesses to adapt to changes in consumer demand for EV repairs.

Officers also met with representatives from NSW Fair Trading about work being undertaken in NSW to identify challenges with the implementation of EV repair class. Appropriate transition periods and the availability of training were identified as some of the key challenges with introducing an EV repair class.

Outcome of consultation

Scope of repair work

Background

There is currently no class of repair work for EV repairs in the MVR Regulations. Amendments to the MVR Regulations would be required to include a new EV class of repair and prescribe a relevant qualification.

Given the technical nature of EV servicing and repairs, input was sought on the type of work that should be captured (i.e. defined) by a new repair class, and whether there should be multiple classes of repair work, for example to distinguish between:

- repairing EVs, including in conjunction with inspecting or diagnosing faults; and
- battery EVs, plug-in hybrids and hybrid EVs.

Outcomes of consultation

Submissions to the Issues Paper were divided on whether an EV repair class should be prescribed and the merits of multiple EV repair classes.

Some submissions identified that EV work should be undertaken by mechanics (i.e. a repairer with the 'light vehicle work' class of repair work) and that it would be sufficient for these mechanics to undertake safety training in order to work on EVs.

Stakeholders also identified that multiple classes of repair work for servicing and repairing different fuel systems would increase the burden on businesses to employ staff trained in each system and add to confusion and cost for consumers. There was limited support for multiple EV repair classes and no support for introducing standalone classes for hybrid vehicles on the basis that the work in each case involves high voltage systems and it is not necessary to further categorise these systems.

Other stakeholders pointed to the fact that repairers have been working on hybrid vehicles and EVs for a significant period of time, without incident, and creating additional classes of repair work could exacerbate labour shortages and disproportionately impact small and medium-sized businesses, and regional businesses, who do not have the capacity to send repairers away to complete additional training.

Several reasons put forward by stakeholders against prescribing an EV repair class are also reflected in the recent report by the Productivity Commission, 'Building a skilled and adaptable workforce', published in December 2025 (Final Report).

The Final Report includes data from the Insurance Council of Australia and Safe Work Australia which shows that service quality and worker safety do not strongly correlate with licence requirements.[17] The Final Report recommends that less burdensome alternatives to occupational entry regulations should be considered, including for motor vehicle repairers.

A key finding of this report is that an EV repair class may be required in the future but prescribing the class now is premature because the repair industry is changing as consumers transition to EVs.

17 The Final Report is available from: Inquiry report - Building a skilled and adaptable workforce | Productivity Commission.

Qualification to undertake EV repairs

Background

The MVRA requires individuals carrying out repair work to hold a certificate for the class of repair work they carry out, or to work under supervision of a person who holds a repairer's certificate for that class of repair work.

An applicant for a repairer's certificate must be sufficiently qualified to undertake work in a class of repair work. Several pathways to certification are available for an applicant to be deemed to be sufficiently qualified, including if they have a prescribed qualification.

The Issues Paper sought views about prescribing the EV Certificate III as the relevant qualification for the new EV repair class. The EV Certificate III, 'reflects the role of individuals who service, diagnose and repair battery electric vehicles and components…who carry out work according to Australian Standards (AS) 5732 Electric vehicle operations – Maintenance and repair'.[18]

Other training is also available, including:

- AURETH011 Depower and reinitialise hybrid electric vehicles.
- AURETH101 Depower and reinitialise battery electric vehicles.
- AURSS00037 Hybrid Electric Vehicle Inspection and Servicing Skill Set.
- AURSS00063 Battery Electric Vehicle Diagnose and Repair Skill Set.
- AURSS00064 Battery Electric Vehicle Inspection and Servicing Skill Set.

Outcomes of consultation

Although pathways for existing repairers to upskill to undertake EV servicing and repairs was outlined in a later section of the Issues Paper, several stakeholders raised concerns about the consequences of prescribing the EV Certificate III for the EV repair class without other pathways being available for repairers complete bridging courses or other upskilling requirements.

Making the EV Certificate III the sole qualification for the EV repair class could have several negative consequences:

- Duplicate existing training and experience.
- Represent a significant financial barrier for repairers.
- Exacerbate the skills shortage by imposing additional barriers to entering the repair industry due to cost, time commitment and lack of available training pathways.

Stakeholders also identified that a person entering the repair industry with only the EV Certificate III should not be entitled to carry out work associated with other repair classes unless they have undertaken the appropriate training, as the EV Certificate III does not cover components of ICE and hybrid EVs such as fuel systems and engine management.

It is clear from the submissions that while EVs make up a small percentage of total vehicles on the road, consideration of upskilling existing repairers to meet increasing demand for servicing and repairs of EV and ICE vehicles is going to be a continuing issue for the industry.

Upskilling existing repairers to meet increasing demand for EV servicing and repair

Background

WA repairers, on the whole, are highly experienced and a large number of repairers have been undertaking repairs for years, including repairs on hybrid and battery EVs.

Additional training is already being undertaken by repairers as set out in the examples below:

- A repairer may have completed AURETH101 or an equivalent course in order to access EV safety information under the Motor Vehicle Information Scheme (Scheme). The Scheme requires that an individual meet the relevant fit and proper person criteria to access safety information, which includes completion of required training where the safety information relates to high voltage electric propulsion.

18 Per the qualification description on National Training Register - AUR32721 Certificate III in Automotive Electric Vehicle Technology.

- To comply with Australian Standards 5732:2022 Electric vehicle operations - Maintenance and repair (AS5732:2022) which sets out requirements for the premises and procedures for work associated with EVs, including routine servicing. AS5732:2022 also addresses maintenance, handling procedures and storage precautions when dealing with the 'rechargeable electric energy storage system'.
- Completion of manufacturer training by repairers who are employed by, or associated with, that manufacturer.
- By independent repairers seeking to establish themselves in the market as EV specialists.

It is recognised that EVs and ICE vehicles have some overlapping components. EVs also have unique components, which necessitate consideration of options to undertake specific training through bridging courses or gap units to upskill repairers in their existing repair class to carry out work on EVs. Upskilling includes training for repair classes that:

- Carry out work on an EV, but do not work on EV components. For example, panel beating work.
- Undertake EV work, for example the scope of work identified in NSW being to inspect and maintain battery EVs; replace batteries in EVs; and repair safety interlocks, auxiliary or traction motors, rechargeable energy storage, and electrical, steering, suspension, cooling, air conditioning or braking systems.

Outcomes of consultation

Stakeholders generally agreed that upskilling is required for some or all existing repair classes, but that the level of additional training could vary depending on the work being undertaken.

The minimum level of training identified by stakeholders was AURETH101, which is consistent with requirements under the Motor Vehicle Information Scheme to access safety information and the proposal in NSW to prohibit a repairer from working on an EV unless they have completed AURETH101. This minimum level of training for repairers who interact with EVs is covered in more detail below in relation to minimum safety training requirements.

Some stakeholders identified that completion of the AURSS00064 Skill Set should be required for existing repairers to undertake work covered by the new EV repair class. This is consistent with the proposal in NSW, which will allow a motor mechanic to complete AURSS00064 to become an 'electric vehicle motor mechanic'.

Stakeholders identified a number of barriers to upskilling repairers to work on EVs, including the cost of training, loss of income while repairers are away from the workshop and availability of training.

There were also diverging views on recognising training provided by a manufacturer and whether repairers trained to work on a particular brand should be permitted to work on other brands. This issue requires further consideration and consultation with registered training organisations and manufacturers.

Minimum safety training for all repairers to promote safety

Background

Safety of repairers who interact with EVs has been identified as an issue due to the unique hazards present with EVs.

The Issues Paper sought views on minimum safety standards to ensure the safety of any repairer who interacts with EVs. This includes training requirements for repairers who do not engage in the scope of work covered by the EV repair class but undertake work that is part of an existing class of repair work and where additional safety hazards are present because that work is performed on an EV.

In considering whether it is necessary for specific safety training to be prescribed for motor vehicle repairers, the Issues Paper recognised that there are existing safety standards for repairers, including:

- completing AURETH101 to access EV safety information under the Scheme;
- Australian Standards 5732:2022; and
- the MVRA specifies that a certified repairer who supervises uncertified repairers must 'exercise effective oversight and control of the carrying

out of the work, but need not be continuously present while it is being carried out'.

Outcome of consultation

Stakeholders reported that in addition to the safety standards identified in the Issues Paper, the following frameworks also support safe repair of EVs:

- Manufacturer training provided to repairers and dealerships.
- Internal training courses that align with standards set out in AS5732:2022 and vehicle manufacturer safety precautions.
- The Australian Design Rules.
- Work health and safety requirements.

One stakeholder also noted the significant experience that the industry already has with repairing hybrid vehicles and EVs, and that there is no evidence that the risks posed by EVs are not being appropriately managed.

Given the existing frameworks, several stakeholders were concerned that inserting a requirement to undertake safety training in the MVR Regulations would be redundant. Similarly, if the MVR Regulations duplicate the learning outcomes of other training being undertaken by the industry but the specific training course that must be completed is different, then there is an unnecessary cost burden.

Transition periods

In addition to the general considerations raised by stakeholders in response to the Issues Paper, there are also various competing considerations in determining a suitable transitional period for both EV repairs to be restricted to repairers who hold the EV class of repair work, and for a new restriction preventing repairers from interacting with EVs unless they have undertaken suitable training:

- The current limited numbers of EVs compared to the total work undertaken by repairers.
- The demand for trained EV repairers with skills and understanding of new technologies and systems.
- The need to balance the cost and regulatory burden on industry of mandated training and upskilling, with the timely introduction (if required) of minimum safety training.
- The cost to industry in completing additional training.
- The availability of formal qualifications.

Future reviews of repairer certification

In response to questions about emerging issues for repairer certification that may need to be considered in the future, the following issues were raised by stakeholders:

- Alternative fuel systems, depending on how technology advances and how alternative fuel systems impact the type of service and repair that is carried out.
- Data sharing and privacy, particularly in relation to data captured by advanced driver assistance systems.
- Repair classes for light vehicle trailer repairs, exhaust fitters, engine reconditioners and paintless dent removal.

Some of these issues will be considered when the next detailed review of the repair classes is undertaken.

Key findings

In addition to the recommendations in Part 1 – Summary, the table below summarises key findings which relate to each of the five themes in the Issues Paper:

1. Scope of repair work.
2. Qualification to undertake EV repairs.
3. Upskilling existing repairers to meet increasing demand for EV servicing and repairs.
4. Minimum safety training for all repairers to promote safety.
5. Issues for future review.

Table 1 – Summary of key findings

No.	Finding	Theme
1.	An EV repair class may be required in the future but prescribing the class now is premature because the repair industry is changing as consumers transition to EVs.	1, 2
2.	In the short term, allowing businesses to adapt flexibly to changes in the market, for example to continue to focus on ICE vehicles or to position themselves as 'EV experts' is preferable, particularly as there appears to be a degree of self-regulation as well as compliance with requirements in other laws.	1,2, 3, 4
3.	There is a risk that imposing training requirements for EV repairs, including to upskill existing repairers or for safety training, will produce several negative consequences: • Duplicate existing training and experience. • Represent a significant financial barrier for repairers. • Exacerbate current skill shortages by imposing additional barriers to entering and remaining in the repair industry due to cost, time commitment and lack of available training pathways.	1, 2, 3
4.	The scope of work for a dedicated EV repair class would likely reflect the units of competency in the EV Certificate III.	1, 2
5.	The EV Certificate III is the appropriate qualification to be prescribed as a 'direct entry' pathway for people who will work as an EV mechanic and do not have prior experience as a repairer.	1, 2, 3
6.	The EV Certificate III should only be prescribed if pathways for existing repairers to upskill to work on EVs are also prescribed.	2, 3
7.	Aligned with the proposed NSW approach, AURSS00064 should be the minimum bridging course pathway for repairers who have the 'light vehicle work' class to upskill to undertake electric vehicle repairs.	1, 2, 3

No.	Finding	Theme
8.	Aligned with the proposed NSW approach, if a requirement is prescribed for repairers to complete safety training before interacting with EVs, then AURETH101 is a suitable level of training.	2, 3, 4
9.	It is premature to prescribe a requirement for repairers to complete minimum safety training because of the number of EVs as a proportion of the total vehicle fleet and the existing systems in place for safe repair of EVs.	4
10.	Further consideration of other safety training being undertaken by the industry is required to ensure that training outcomes are not duplicated and to avoid unnecessary cost burden which could impact the availability of repairs.	2, 3, 4
11.	The following transition periods may be appropriate: • If training requirements are prescribed to ensure the safety of repairers: minimum 12 months. • If an EV repair class is introduced: minimum 24 months for existing repairers to upskill.	1, 2, 3, 4
12.	Future reviews of repair classes may need to consider: • Alternative fuel systems, depending on how technology advances and how alternative fuel systems impact the type of service and repair that is carried out. • Data sharing and privacy, particularly in relation to data captured by advanced driver assistance systems. • Repair classes for light vehicle trailer repairs, exhaust fitters, engine reconditioners and paintless dent removal.	

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