



CMEIG enews express

A newsletter for CMEIG members

Issue 1

27 June 2013

CEO Report

This report is intended as the first of periodic updates on some of the activities that CMEIG and its members are engaged in. Your feedback is appreciated.

David Birrell

Chief Executive Officer CMEIG

Members of the CMEIG National Executive are:

President – Sam Scata - Tutt Bryant
Phil Pollock – Caterpillar
Paul Torrington – Volvo
Colin Chamberlain - Komatsu
Robert Hammond- Clark Equipment
Perry Maxwell - Hitachi
Bob Walmsley – Toyota Material Handling
Andrew Moir – Atlas Heavy Engineering
David Birrell - CMEIG

Engineering Working Group

(i) Non Road Diesel Engine Consultation Regulation Impact Statement

An information session was attended in late April by businesses including Cummins, Komatsu, CAT, Kobelco, Volvo, John Deere, Tutt Bryant, New Holland & Toyota.

Meeting Notes:

- 1) They are proposing tier 3 in 2015 and Tier 4 in 2017, though there was issue with whether it would occur in that time.
- 2) Manufacturers/dealers are strongly pushing for any requirements to be a national regulation and not subject to voluntary compliance.

Notes from the session

- a) The Government have a national plan for clean air of which NSW EPA are running this aspect of it
- b) Previous regulatory impact statements and reports on this topic were limited as tier 4 engine technology was not developed
- c) Looking to exclude stationary engines
- d) An 'Engine Cost' slide was presented however feedback by those present is that cost higher than stated.
- e) Similarly the 'fuel efficiency' slide triggered confusion as to whether the 'package' was more efficient or the 'engine' was more efficient. Often, with the implementation of a tier 4 engine into a product, this is combined with higher efficiency hydraulics (load sensing etc), so the overall package ended up being more efficient, but this was due to the machine manufacturer and not the engine.
- f) Assumption of 3% increase for extra maintenance costs, which was generally considered to be optimistically low.

(ii) Workcover NSW Quick hitch Position Paper.

A delegation of CMEIG members led by the Chair of the Engineering Working Group, Craig Williams, have met with Workcover NSW and provided co-ordinated feedback to the issues raised. Appropriate notice and clarity of the recommendations are amongst the feedback CMEIG have provided. Workcover NSW have since released their Position Paper which will be forwarded separately to members.

(iii) ME63 Earthmoving Equipment Code of Practice

ME-063 are presently reviewing 5 Standards. The recent status of these Standards reviews are:

AS 2294.1 –Earth Moving Machinery – Protective Structures . Revision proposed

AS 2958.1 - Withdraw. Use ISO 3450 (may have troubles with the in service testing though).

AS 2958.3 - Earth-Moving Machinery - Safety Wheeled Machines – Brakes. Proposed to withdraw. ISO 3450 now covers rollers.

AS 3868 – Earth Moving machinery Design Guide Proposal being to withdraw. Use ISO 2867, participate better in ISO/TC 127 to get 400mm min step height addressed.

AS 4987 - Earth-moving machinery—Tip-over protection structure (TOPS) for compact excavator- Laboratory tests and performance requirements. Proposal to withdraw & use ISO 12117 as already identical.

2. Employment , Education & Training Working Group

(i) Future Auto Skills Planning

In conjunction with the Auto Skills Australia Board meeting, CMEIG attended **The 2013 Industry Skills Councils' (ISCs) Joint Conference on Skills for Productivity** this week in Canberra. This forum will brought together Industry Skills Council's industry-led boards and invited to engage in debate on critical skills and workforce development issues affecting Australia's industries. This part of CMEIG's increased engagement with Government, regulators and RTOs in order to deliver better apprenticeships for heavy vehicle machinery.

A delegation from Auto Skills Australia also met with Sussan Ley the Federal Shadow Minister, Employment Participation. A key take away from the meeting with Sussan was the high regard for training based on the requirements of industry participants.

CMEIG are communicating these heavy vehicle industry requirements through Auto Skills Australia Board representation, through the work on technical sub-committees and by leadership on the National Training Advisory Committee which is Chaired by Gavin Manning of Komatsu .

(ii) Heavy Vehicle Course Review

Additionally individual course structures are reviewed by CMEIG members. The following heavy vehicle course units are being reviewed in early July by CMEIG Employment, Education & Training Working members Don Wood (Clark Equipment) and Doug Perkins & Paul Howard (Hitachi):

- AURHTB3002 Diagnose and repair heavy vehicle hydraulic braking systems
- AURHTX3001 Repair transmissions – manual
- AURHTD3002 Repair steering systems (heavy vehicle)
- AURHTD3003 Repair suspension systems (heavy vehicle)
- AURHTQ3002 Repair final drive assemblies (heavy vehicle)

(iii) Auto Skills News

A copy of the Auto Skills Australia Autozine #13 is attached for your interest.

3. Manufacturers Importers Working Group

Datamotive has now confirmed compliance to the 20 postcode requirement. We appreciate the contribution of all CMEIG industry statistics subscribers in this undertaking which is intended to avoid potential conflicts under Competition Law compliance requirements. In addition, I would like to draw member's attention to the CMEIG Competition & Consumer Protocol. A full copy of the document is located on the website www.cmeig.com.au

4. Communication

Members have requested that increased and better communication. You will notice the logging of National Executive and Working Group minutes on the CMEIG website. This newsletter is intended as the first of periodic updates on broader CMEIG activities.

Next CMEIG National Executive meeting

The next meeting of the CMEIG National Executive is scheduled for Thursday 22nd August 2013.

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DISCLAIMER

Important: The information in this newsletter is not advice and members should not act solely on the basis of the material contained in this newsletter. Some articles in the newsletter are extracts from more detailed reports