

ISSUE 105: MARCH 2011

# DIESEL TORQUE

OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)

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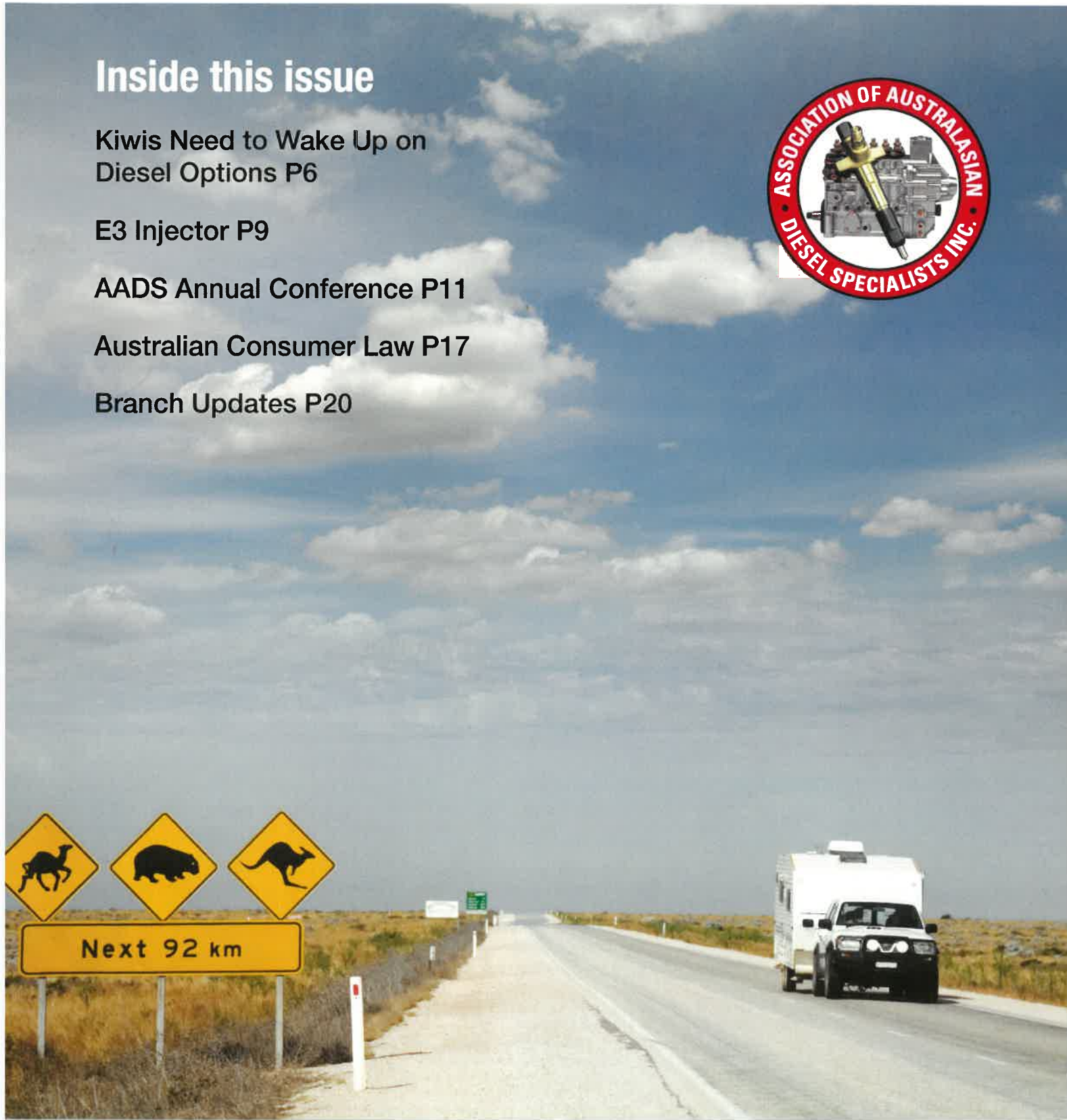
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## AADS Board of Management

<i>President</i>	Mike Hurley
<i>Immediate Past President</i>	Don Wilkey
<i>Treasurer</i>	Bruce Moffat
<i>Victoria/Tasmania</i>	Graeme Wilkinson
<i>New South Wales</i>	Neil Quick
<i>South Australia/NT</i>	David Miers
<i>Queensland</i>	Walter Vrbancic
<i>Western Australia</i>	Gavin Jones
<i>New Zealand</i>	David Kite
<i>Public Officer</i>	John Jamieson

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## President's Report



The start of 2011 has proven challenging for many AADS members located in the areas of Queensland and Victoria that have been affected by extreme weather events. Our thoughts are with those members and with our

Queensland Chairman, Walter Vrbancic whose workshop went under 3m of water during the January floods. If there is anything AADS can do to assist your recovery, we would be happy to help in any way we can.

An expert on disaster recovery will speak at the Convention on 26 March, and I hope to see many of you in Adelaide. The conference is a great opportunity to hear from other colleagues about their experience in the industry, and to discuss trends and changes in the market.

This is my last report as the President of the AADS. During my tenure a long overdue change in the Constitution has been finalised. A new President will be elected at the Annual General Meeting on 26 March in Adelaide. Once again I encourage you to attend, share your thoughts and make your vote count.

I look forward to see all the members again and having a beer and a chat around the trade area.

Please make sure you get your registration completed and returned so that we can make sure we have a great show.

**Mike Hurley**

President, AADS Inc.

## Treasurer's Report



We are working on the 2010 full year Financial Accounts as this report is being prepared. The Financial Statements are being finalised and the audit has commenced in preparation for presentation to the AGM to be

held as part of our Annual Conference at the Adelaide Convention Centre, Adelaide, South Australia from 25 – 27 March 2011. At this early stage, it looks as though we will complete the year very close to break-even – a commendable result given the extremely challenging conditions we have all experienced over the last couple of years.

A copy of the 2010 Audited Financial Accounts will be published in Diesel Torque and posted on the website once they have been accepted at the AGM in March.

A word of support to those members affected by the incredible weather conditions experienced in Australia over recent times. I am aware of the adverse effects on some members in Queensland but I am sure members in other states have been impacted as well.

Some comments on resolve:

*"Obstacles cannot crush me. Every obstacle yields to stern resolve. He who is fixed to a star does not change his mind."*

**Leonardo da Vinci**

*"There is no chance, no destiny, no fate that can circumvent or hinder or control the firm resolve of a determined soul."*

**Ella Wheeler Wilcox**

*"Always bear in mind that your own resolution to succeed is more important than any other one thing."*

**Abraham Lincoln**

This will be my last report as I am stepping down as Treasurer. I look forward to keeping in touch with the industry and watching it grow and prosper. Thank you for your support during my time as Treasurer.

Please do not hesitate to contact me if you have any questions about the AADS finances.

**Bruce Moffat**

National Treasurer, AADS Inc.

# AADS Committee (AT 28/02/2011)



## **PRESIDENT**

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## KIWIS NEED TO WAKE UP ON DIESEL OPTIONS

Diesel cars are on the rise in New Zealand but not fast enough, according to Mike Hurley.

A decade ago a European purchasing a new car would have asked whether it was cheaper to own and operate a diesel car when compared with a petrol run vehicle, AADS President Mike Hurley says.

Ten years on that question is rarely asked in Europe because it is widely known that it's cheaper and more efficient to run a diesel engine. "Kiwis need to wake up on the environmental and cost efficiencies of diesel engines. We still haven't come to grips with the fact that CO2 and fuel efficiencies provided by diesel operated cars are well in advance of petrol operated vehicles.

"Ask a European whether a diesel or petrol car is more efficient or clean to run and the response would be a clear yes to diesel. Ask the same question of a Kiwi and the response would be more often than not, 'I don't know.'"

In Europe more than 50% of all passenger cars are diesel engine operated. France trumps all with a staggering 73 per cent of all passenger cars running on diesel.

In 2010 in New Zealand, diesel passenger vehicle registrations were just under 20% of all passenger car registrations. "Clearly New Zealand is in diesel denial and this needs to change if the country's clean green images to be fostered internationally."

Europeans started to embrace the new diesel technology for both its reduction in pollutants and fuel efficiency when its air pollution issues became unavoidable. As a result they looked to significantly reduce polluting particle matters (PMs) and nitrogen oxide emission in the air by improving their diesel technology and developing common rail diesel technology that met progressive European emission standards.

*"Ask a European whether a diesel or petrol car is more efficient or clean to run and the response would be a clear yes to diesel. Ask the same question of a Kiwi and the response would be more often than not, 'I don't know.'"*

Company vehicle purchasing decisions in Europe are now based on fuel efficiency and CO2 emissions over the long term. In UK the tax on new vehicles is based on the amount of CO2 emissions emitted.

Europeans have benefited two fold from being an early adopter of new technology by achieving fuel efficiencies and therefore reducing the running cost of the vehicles, as well as the environmental benefits.

The advancement of technology has been so rapid that for New Zealand it has been too fast to change its perception of diesel, both on an emission and efficiency basis, Kiwis have therefore been slow on the uptake. "The majority of New Zealanders are unaware that the running costs of a diesel car are considerably less than a petrol equivalent."

Few Kiwis also understand that road user charges (RUC's) are the very same tax applied to the cost of petrol, but need to be paid separately because many diesel fuel users aren't roads users. This includes fishing boats and farm vehicles.

New innovations such as E-road, where diesel car owners can automatically update their road user charges online are now changing the perceived hassle associated with buying RUCs.

Including RUC charges, diesel costs approximately 10 cents per litre less than it would cost you to fill up at a petrol pump. And despite a perception that service costs are more expensive, they are now generally the same. "Diesel engines are approximately 40% cheaper to run than petrol. That figure doesn't just include the fuel content but the running cost of the car as well," Hurley says

In the past four years, diesel car uptake has increased at a miserly rate. In 2005 the number of diesel vehicles registered in New Zealand in percentage terms was 8.4 per cent. Three years later that figure had increased 0.1 per cent to 8.5 per cent.

What the statistics reveal is an erosion of the old used Japanese diesel technology SUV vehicles such as the old Nissan Patrols, Toyota Surfs that were imported during the late 1990's and early 2000's and are now being scrapped due to high repair costs and high fuel consumption. These are being replaced by new-to-New Zealand modern Common Rail diesel technology vehicles which are more efficient and economical and of varying types. So they are not just SUV's but are smaller and more efficient cars.

Hurley says the impact of the recession was seen in 2008 registrations and today in 2010 sales figures. The introduction of the new Vehicle Emissions Rules also slowed down the chance of a net percentage increase in diesel cars.

However, the figures could also demonstrate the change out of old diesel cars and the introduction of new common rail diesel (CRD) engine vehicles. "This isn't necessarily a bad thing as the older diesel technology was a polluter and we needed to get rid of this old polluting stock and stop more from coming in," Hurley says. "So possibly what we are actually seeing from these figure is growth in new CRD technology, but as yet, this is not fast enough to outstrip the scrapping of the older type diesel technology."

Japanese vehicle manufacturers were behind the eight ball in developing new CRD technology. Japanese officials effectively banned diesel in favour of petrol from the Tokyo Metropolitan Government (TMG) area in 2003 in an effort to clean the air in Tokyo and its surrounds from PMs and nitrogen oxides.

Hurley says that while the exchange rate continues to be advantageous to New Zealanders, European diesel cars will continue to make inroads. "Koreans are also rapidly adopting CRD technology advances with Hyundai and Kia now leading players here and on the international circuit."

"Recent regulation changes and greater public awareness is now starting to turn the tide in favour of diesel, albeit slowly," Hurley says. However, the reality is that New Zealand's emission rules don't do enough to encourage a shift to this new technology

So what can we expect from diesel run cars now, and how advanced will fuel and environmental efficiencies of diesel vehicles be in the future? Currently there are European diesel passenger cars that are extraordinarily fuel efficient and run as low as 3.3 litres per 100 kilometres. This same vehicle can have emission ratings as little as 87 grams of CO2 per kilometre. In European standards this is hitting EURO 5 level, the top efficiency rating possible, out of a scale of EURO 1 – 5.

Volkswagen has also managed to develop one of the greenest diesel systems ever produced with its 3 cylinder VW Polo Bluemotion. This vehicle offers consumers exceptionally low CO2 emissions (87g/litre) and is a very fuel efficient car, while still delivering exceptional power performance.

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*"Recent regulation changes and greater public awareness is now starting to turn the tide in favour of diesel, albeit slowly..."*

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## DIESEL CARS IN NZ

These new cars compare with the well publicised electric hybrid passenger cars such as the Toyota Prius Generation III which emit in comparison 89 grams of CO2 per kilometre and run on 3.9 litres of diesel per 100 kilometres.

"These demonstrates the staggering developments achieved by common rail diesel in recent years and guess what, it's going to get a lot better as the diesel engine manufacturers target the introduction new Euro 7 standards," Hurley says.

The aim is for new engines to target 50 grams per kilometre of emissions. "This could quite possibly revolutionise the diesel engine market, could turn the petrol/diesel perception on its head in New Zealand."

## FUEL INJECTION FOR THE BODY AND SOUL

# Leonie's Summer Easy Fresh, Sweet Treat



### INGREDIENTS

1 punnet of blueberries or strawberries, washed and rinsed.  
1 cup self raising flour  
2 tablespoons brown sugar  
2 tablespoons butter (best), margarine is fine.

SERVES 2

A summer treat , very easy but a good reminder just how simple some delicious desserts can be.

Pop the berries into a small pot and bring close to the boil, just a few minutes.

Simmer for 20 mins on low. While they are simmering combine the flour, sugar and butter to make the crumble.

You can be extra good and add ½ cup oats for health benefits or just to make it crunchy!

When the berries are ready pour equal amounts into ramekins and cover immediately with crumble topping.

Bake for 20 minutes while you enjoy a compulsory glass wine.

Serve with ice cream, or mascarpone is divine.

Left over topping it will keep in the fridge for a week. If you need to adjust the amounts, double the berries but not the topping, about half again would suffice.

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# E3 Injector

At last year's AADS conference, Hartridge departed from its normal presentation to discuss Research and Development initiatives and the products we predicted would impact the diesel injection market in the near future.

*The benefits from this method of control include significantly lower emissions*



One of these developments was regarding the E3 Injector. Delphi describe the E3 as one of the world's most advanced production diesel injectors. Certainly, its incorporation of a dual coil arrangement provides some significant advantages over a standard EUI.

The first coil controls the spill valve and, therefore, the EUI internal pressure (as in the standard arrangements with previous EUI's such as the A series or E1). The second coil provides real innovation by working in a similar way to a Common Rail Injector by operating a Nozzle Control Valve (NCV) which manages the nozzle lift, allowing for multiple injection events per cycle.

The benefits from this method of control include significantly lower emissions – vital with many countries bringing in more stringent regulations – better fuel economy and improved performance. Given this, it's no surprise that this injector is becoming steadily more popular in the commercial market.

Indeed, vehicle manufacturers have been using the E3 in production now for about 5 years and up until now there has been no test solution for these injectors as this required the ability to control both coils during the

testing phase. Therefore, service for vehicles fitted with these injectors has been via replacement only.

In addition, considering the E3's sophisticated nature, the replacement costs can sometimes be prohibitive, therefore the demand for a test solution has grown steadily since the E3's inception.

Last year, Hartridge discussed the possibility of testing the E3 injector, and following on from this, we're pleased to announce that we will shortly be releasing an All Makes test solution.

This will take the form of an add-on for our flagship product, the AVM2-PC. Designed to capitalise on the existing EUI cambox upgrade, the E3 add-on will provide control for the additional coil allowing an All Makes test and repair programme for the E3 injector.

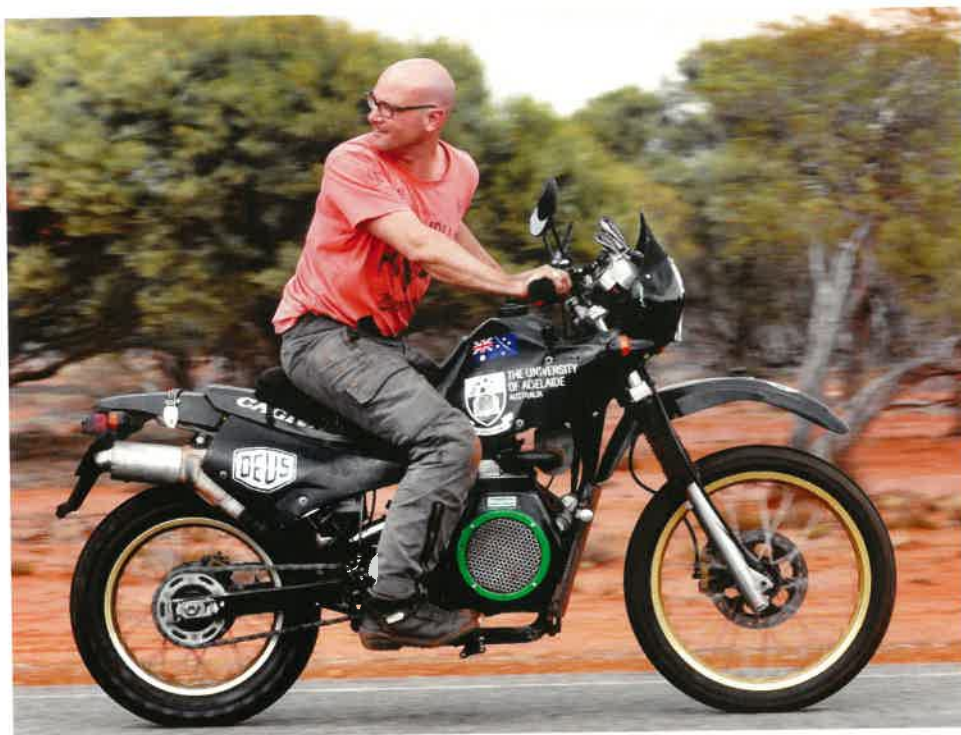
Originally announced at Hartridge's 2011 Distributor Conference this month in Barcelona, the first units will be delivered to customers in April in a controlled introduction to the market. Additional details will be revealed at the AADS conference in Adelaide for workshops looking to take advantage of this untapped market.

# BIODIESEL BIKE ADVENTURER

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*Biodiesel bike  
adventurer  
**PAUL CARTER**  
will be the  
Guest Speaker  
at the Adelaide  
Conference*

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Taking postings in some of the world's wildest and most remote regions, not to mention some of the roughest drilling rigs on the planet, Paul Carter has worked, gotten into trouble and been given serious talking's to in locations as far-flung as the North Sea, Middle East, Borneo and Tunisia, as exotic as Sumatra, Vietnam and Thailand, and as flat out dangerous as Afghanistan, Russia, and Nigeria.

Paul survived all this with his crew, some of the maddest, baddest, and strangest people you could hope not to meet. Twenty years in the making, this story teller has two international best selling books about his remarkable career.

Paul will meet AADS members on Sunday, 27th March in Adelaide, when he will deliver the Farewell Presentation at the 2011 Convention.

He just released his third book that's also a documentary DVD about being the first rider to circumnavigate Australia on a biodiesel motorcycle built by the

Mechanical Engineering students at the University of Adelaide. The 40-year-old author and former offshore oil rigger managed to talk oil companies into sponsoring the ride and in the process raised \$12,000 for education and charity.

The biodiesel bike was conceived by Dr Colin Kestell, coordinator of the Automotive Engineering program at the University of Adelaide, who commented that Paul's experience showed that biodiesel can be used to power a commercial-type vehicle over long distances and that it can have a significant, positive impact on the environment.

If you're in any doubt about Paul's ability to fiddle with his sanity, he is about to attempt a new land speed record on another biodiesel motorcycle built at the University during speed week on Lake Gairdner SA.

Paul's first two books are currently being adapted into a screenplay and eventually a feature film.

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# Association of Australasian Diesel Specialists 2011 ANNUAL NATIONAL CONFERENCE



## Future Directions in the Diesel Industry

25 – 27 March 2011, Adelaide Convention Centre, South Australia

I would like to extend a warm welcome to everybody with an interest in the Diesel Fuel Injection and Turbocharger Repair Industries. This will be our 36th Annual Conference. The Conference will be held in Adelaide at the Adelaide Convention Centre in South Australia from Friday, 25 to Sunday, 27 March 2011. We have put together an excellent business program and have an exciting Keynote Speaker for our Champagne Brunch on Sunday. The industry exhibition is back and we already have several of our supporters on board.

There is of course something for the partners, a tour visiting the famous central markets followed by a ladies lunch. The golf tournament will be held on the Thursday afternoon so make sure you book early as there are limited spaces available. The Formal Conference Dinner should be a highlight for all, set in the Rotunda at the Adelaide Zoo.

We have a variety of accommodation options, including apartments for those wishing to bring their family. Please register early to ensure your accommodation is available at the hotel. It is going to be a fun weekend continuing the tradition of the annual AADS conference.

I look forward to seeing you all in Adelaide.

**Mike Hurley** *AADS 2011 President*

# AADS 2011 Provisional Conference Program

*This program is confirmed at the time of printing but is subject to change*

## Thursday, 24 March 2011


- 1300 – 1700 Golf Tournament 18 holes at North Adelaide Golf Club
- 1730 – 1800 Board Meeting with key industry players, Adelaide Convention Centre
- 1800 – 1900 AADS Board Meeting, Adelaide Convention Centre

## Friday, 25 March 2011

- 0800 – 1000 Exhibition bump in
- 0900 Optional Accompanying Person Tour  
Departure to Barossa Valley
- 0930 – 1730 Registration available, ACC Foyer
- 1030 – 2100 Exhibition Opens
- 1030 – 1130 Service Dealer Meeting
- 1130 – 1230 Service Dealer Meeting: Bosch
- 1230 – 1330 **Lunch in Exhibition Area**
- 1430 – 1630 Service Dealer Meeting: Diesel Distributors
- 1830 – 2030 Welcome Reception in the Exhibition Area

## Saturday, 26 March 2011

- 0900 – 0915 Welcome Address by AADS 2011  
**Mike Hurley** *President*
- 0915 – 1000 Keynote Presentation: Natural Disasters – What's Unnatural About Business Continuity  
**Michael Keen** *Hewlett Packard*
- 1000 – 1030 **Morning Tea**
- 1030 – 1115 Staying in Touch with Technology  
**Keith Payne** *Hartridge*
- 1115 – 1200 **Brett Heywood** *Bosch*
- 1200 – 1315 **Lunch Sponsored by Hartridge**
- 1315 – 1400 What's My Business Worth?  
**Bevan Roberts** *Dale Wood Business Sales Consultancy*
- 1400 – 1445 Future Diesel Trends and Technologies  
**Mike Rayne** *Delphi Diesel Aftermarket*
- 1445 – 1515 **Afternoon Tea**
- 1515 – 1600 Future Directions – Company and Product Update  
**Mike Cencia** *Stanadyne*
- 1600 – 1700 AGM
- 1700 Close

- 1830 Buses depart to Adelaide Zoo
- 1900 – 2300 Conference Dinner – Adelaide Zoo  
Sponsored by  **BOSCH**

## Saturday Partner Program

Central Market Tour and Lunch  
(Included in accompanying person registration fee)

## Sunday, 27 March 2011

- 1000 – 1100 Champagne Breakfast and Awards
- 1100 – 1200 **Farewell Presentation**  
Adventure on a Bio-Diesel Motorcycle  
**Paul Carter**
- 1300 Close



## Industry Exhibition

We are looking forward to seeing the exhibition back in 2011, which will be held within Hall G at the Adelaide Convention & Exhibition Centre. The exhibition will be open at the below times and we encourage you to take the time to meet with representatives from the leading companies in your industry.

### Friday, 25 March 2011

1030 – 2030 hours

Lunch, Afternoon Tea and the Welcome Reception will be held in the Exhibition Area.

### Saturday, 26 March 2011

0830 – 1700 hours

Morning Tea, Lunch and Afternoon Tea will be held in the Exhibition Area.

For companies wishing to enquire about sponsorship or the exhibition please contact the AADS 2011 Conference Secretariat.

# Registration Form & Tax Invoice

AADS ABN 65 813 141 394



All prices are quoted in Australian Dollars and include GST

## Section A: Delegate

Surname: \_\_\_\_\_ Title: \_\_\_\_\_ Given Name: \_\_\_\_\_

Organisation: \_\_\_\_\_

Position: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ State: \_\_\_\_\_ Country: \_\_\_\_\_ Postcode: \_\_\_\_\_

Telephone: ( ) \_\_\_\_\_ Facsimile: ( ) \_\_\_\_\_

Email: (required for your confirmation details) \_\_\_\_\_

Dietary Requirements: (specific food allergies only) \_\_\_\_\_

## Section B: Registration Fees

Payment

Full Conference Delegate Early Bird (prior 21 February 2011)	\$650	\$ _____
Full Conference Delegate (after 21 February 2011)	\$750	\$ _____
Saturday Day Registration	\$150	\$ _____
Accompanying Person Fee	\$400	\$ _____
Accompany Person Name: _____		
Exhibitor (included in Booth)	incl.	
Exhibitor (additional stand personnel)	\$400	\$ _____
<b>Total Registration Fees</b>		<b>\$ _____</b>

## Section C: Accommodation One nights minimum deposit required

Hotel: Please Tick (✓)  Intercontinental  Oaks Embassy  Oaks Horizon

Date of Arrival: \_\_\_\_\_ Date of Departure: \_\_\_\_\_

Room Type: Please Tick (✓)  Single  Twin\*  Double (\$220) |  1 Bed Apt (\$195) |  2 Bed Apt (\$245)

\*Twin sharing with: \_\_\_\_\_

If twin sharing, the room should be held in one delegates name only and please state above the delegate you are sharing with.

**Total Accommodation Deposit** \$ \_\_\_\_\_

## Section D: Social Events

The Welcome Reception and Formal Conference Dinner are included in Full Conference Registration and Accompanying Person Fee. Guests and One Day Delegates are welcome to purchase tickets at the guest rate. Please ensure you tick the boxes below. Numbers for all social events must be finalised prior to the conference.

### Thursday, 24 March 2011 – Golf Tournament

Number of tickets @ \$55 each (no club hire)    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

Number of tickets @ \$76 each (with club hire)    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

### Friday, 25 March 2011 – Barossa Valley Tour (Optional)

I am an accompanying person and will attend the Barossa Valley Tour     YES     NO

Tickets @ \$100 each    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

### Friday, 25 March 2011 – Welcome Reception

I am a full delegate and will attend the Welcome Reception     YES     NO

I am an accompanying person and will attend the Welcome Reception     YES     NO

Additional Guest Ticket @ \$65 each    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

### Saturday, 26 March 2011 – Formal Conference Dinner

I am a full delegate and will attend the Formal Conference Dinner     YES     NO

I am an accompanying person and will attend the Formal Conference Dinner     YES     NO

Additional Guest Ticket @ \$135 each    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

### Saturday, 26 March 2011 – Shopping & Lunch

I am an accompanying person and will attend Shopping & Lunch     YES     NO

Additional Guest tickets @ \$90 each    x    No. of tickets \_\_\_\_\_ \$ \_\_\_\_\_

## Section E: Total Payment Summary

Payment Section B:    Registration Fees ..... \$ \_\_\_\_\_

Payment Section C:    Accommodation ..... \$ \_\_\_\_\_

Payment Section D:    Social Events ..... \$ \_\_\_\_\_

**Total Payment Due**    \$ \_\_\_\_\_

## Section F: Payment

Please Tick box:     MasterCard     American Express     Visa    (please note Diners is not accepted)

Cheque (payable to "Association of Australasian Diesel Specialists Inc")

Cardholder Name: \_\_\_\_\_    Expiry Date:   /

Card Number:

Signature: \_\_\_\_\_    Date: \_\_\_\_\_

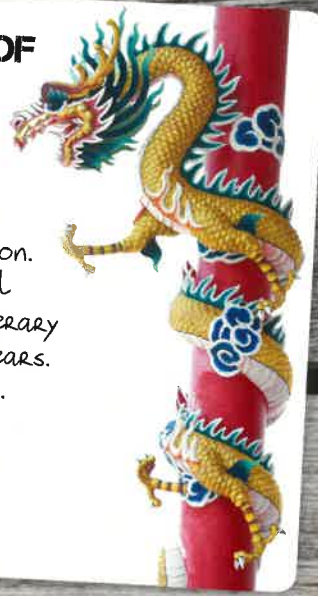
**Privacy Clause:** In registering for this conference relevant details will be incorporated into a delegate list (name and organisation only) and may be made available to parties directly relating to the conference including AADS, Organising Committee, Accommodation (for the purposes of room bookings only). A key delegate list will be made available to delegates at the conference and this information will be added to a database for future conferences.

I do not wish my details to be added to this database

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## HOW TO QUALIFY

MTQ Club 3 only applies to diesel fuel injection specialists deemed valid by MTQ Engine Systems (Aust) Pty Ltd. Contact MTQ today to see if your company is eligible.

The quarterly rebate is based on targets (minimum quarterly spend) set by MTQ. The trip subsidy is calculated on spend over the 12 month period between 01.03.2011 and 29.02.2012.

QUARTERLY REBATE	
MIN QUARTERLY SPEND	QUARTERLY REBATE
SET TARGET	3%
SET TARGET	2%
SET TARGET	1%

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# Australian Consumer Law replaces State legislations

The Australian Consumer Law (ACL) commenced on 1 January 2011. From that date, transactions for goods and services are no longer covered by the Trade Practices Act 1974 and existing State and Territory consumer protection laws.

Five industry guides are available for download from the ACL website [www.consumerlaw.gov.au](http://www.consumerlaw.gov.au):

- unfair contract term
- consumer guarantees
- avoiding unfair business practices
- product safety
- sales practices

The ACCC has produced a consumer guarantees training module for business owners, managers and sales staff. The training explains the consumer guarantees provisions and the remedies available when a guarantee is not met. These videos will answer questions like: So, what does this new regime mean? What protections does it offer? And what obligations does it involve? They can be found on [www.accc.gov.au/content/index.phtml/itemId/957871](http://www.accc.gov.au/content/index.phtml/itemId/957871)

## Regulations update and transitional arrangements

Regulations to give practical effect to the ACL have now been published. Importantly, the regulations provide some transitional arrangements to allow businesses to adjust to the new law. These transitional arrangements apply to some of the rules surrounding:

- unsolicited selling
- repair notices that suppliers must provide to consumers when they repair IT products or provide refurbished items
- warranties against defects.

The transitional arrangements means that some important provisions of existing State and Territory legislation may continue to apply after 1 January - check with your local fair trading agency to see what applies or visit [www.consumerlaw.gov.au](http://www.consumerlaw.gov.au)

## Handling complaints or disputes

Once the new law commences, complaints or disputes will continue to be handled by the relevant State or Territory consumer protection agency as well as the ACCC. Contact your local consumer protection agency for more information on their procedures.

## Product safety laws – what you need to know

The national product safety regime under the Australian Consumer Law (ACL) allows Australian governments to regulate consumer goods and product related services by:

- mandatory reporting requirements
- issuing safety warning notices
- banning products, either on an interim or permanent basis
- imposing mandatory safety standards
- issuing a compulsory recall notice that requires suppliers to recall a product.

It also outlines the responsibilities of suppliers, including:

- what to do when a Minister bans a product or imposes a safety standard
- when and how to recall consumer goods
- what to do if a Minister issues a compulsory recall notice
- when to report an incident associated with consumer goods and product-related services to the Commonwealth Minister
- when manufacturers may be liable for loss or damage caused by a consumer good with a safety defect.

## FOR MORE INFORMATION

For more information on the ACL, visit:

[www.consumerlaw.gov.au](http://www.consumerlaw.gov.au)

[www.productsafety.gov.au](http://www.productsafety.gov.au)



# The Trouble with Diagnostic Trouble Codes

Toby Graetsch, Seaford Motors/Seaford Diesel Service

Gone are the days when only experience, a good ear, maybe a road test and some basic measurements were enough to diagnose most problems in a motor vehicle. Today, with the ever increasing use of computers to control almost all functions and in particular since the introduction of networking them, the use of a diagnostic scanner is mandatory to access any stored information to help with the diagnosis of problems.

All workshops involved in the service or repair of motor vehicles will by now probably have a diagnostic scanner. Even diesel specialists will probably need one, especially since the introduction of the high pressure Common Rail Diesel Fuel Injection Systems.

I do service and repair diesel and petrol vehicles, specialising in diesel and petrol fuel injection system repairs. I use a diagnostic scanner. After working with this scanner for quite a while now, I gained some experience and understanding on what you can and cannot do with such a device.

The most important fact is that a diagnostic scanner is no substitute for a lack of competence and experience. To understand those "Diagnostic Trouble Codes" you should know how they are being created.

The data being scanned is "Serial data". This means that the vehicle computer is looking at complete circuits,

this data is then compared against stored data and, if required, an actuator (eg fuel injector) is operated.

If the data the computer receives in a particular circuit falls outside stored parameters, and is regarded as not plausible, then a fault code will or will not be created and stored in the "Fault code memory"

The priority is given to emission-related events. These codes are mandatory by regulations eg OBD, EOBD and have to be the same codes regardless of the vehicle manufacturer. For all other events, it is up to the discretion of the individual vehicle

manufacturer as to which code he assigns.

Also since the data is "Serial data" it should not be solely used to determine whether a component is defective. If you do this, then the chances for wrong decisions and costly mistakes are quite high. The diagnostic process should be systematic and consistent.

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*The most important fact is that a diagnostic scanner is no substitute for a lack of competence and experience.*

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## A WELL-PROVEN WAY TO DIAGNOSE CORRECTLY COULD BE AS FOLLOWS:

- When the vehicle is presented, the first step is to establish as comprehensively as possible under which circumstances the fault occurred. You should question the customer extensively about this.
- Then try if possible to replicate the condition when the fault happens.
- After that, use your diagnostic scanner and check which faults are present. Note these and clear the memory. Then test again and see which codes reappear.
- Now you have to verify these codes with additional testing, using a multimeter, or oscilloscope or pressure testing with gauges if needed. The method to test components and circuits depends on what you want to measure.
- When you have all the facts, you can suggest the most appropriate method to repair the vehicle.

- If you relied mostly on "Diagnostic trouble codes" to decide how to repair a vehicle then you would only rely on "Serial data" which cannot tell you which component is at fault, since it can only look at a complete circuit, but not at individual components within that circuit.

As can be seen what time and effort is required to successfully and competently performing a diagnosis, it should also be clear that this cannot be done for nothing. I have changed my way of dealing with this in that if a customer contacts me and wants to know what could be wrong with his vehicle, I ask him if he wants to make a booking for a diagnostic check.

I will not give any suggestions on the phone or just by looking at a vehicle. After all the equipment needed is quite expensive and has to earn its money. Also a proper diagnostic test takes time, which can range from one to two hours.

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# Branch Updates



## Graeme Wilkinson VIC/TAS Chairman

The start to 2011 has seen Mother Nature deal a rather heavy hand to a large area of many states.

To all our members, family and friends that have been affected, our thoughts are with you at this time. To all the members in Victoria and Tasmania we have been some what quiet with branch meetings since last year's conference in Melbourne. We aim to hold a meeting in the early part of the second half of the year. With our conference in Adelaide in March, Easter in April and Bosch's Service Network Conference in May, there will be little time to squeeze a meeting before then. I hope to see as many Victorian/Tasmanian members as possible at the conference in Adelaide.



## Walter Vrbancic QLD Chairman

On 16-2-2011 we have reconnected with email and phones and power. Yes our business at Rocklea did go 3 meters underwater but our families are all well except for the financial side of it. We have been out of business for 5 weeks now and will get very tough for us trying to keep up to it. We don't have all our test benches working as they all went underwater. It is a big task just to try to rebuild and keep going but we are determined to continue. We still have painters and builders and electricians working on various parts of the building. Our AADS State Secretary Dan Frohlich at Diesel Australia and Lloyd Richardson at Diesel Distributors will take over the Branch proceedings at this stage.



## Neil Quick NSW Chairman

Not much has happened in NSW since my last report. It appears that this state has missed the bullet (weather wise) that has

been hitting the other east coast states. You have to feel sorry for Queensland (great one day, flooded the next) and the north of Victoria with their problems with water. I hope everyone is doing their best to support them and offering encouragement. We have our bi-annual conference coming up in March in Adelaide with this year having exhibitors back again. I hope as many members as possible will be able to attend.

*A lady goes to the bar on a cruise ship and orders a Scotch with two drops of water. As the bartender gives her the drink she says, 'I'm on this cruise to celebrate my 80th birthday and it's today...' The bartender says, 'Well, since it's your birthday, I'll buy you a drink.*

*In fact, this one is on me.' As the woman finishes her drink, the woman to her right says, 'I would like to buy you a drink, too.'*

*The old woman says, 'Thank you. Bartender, I want a Scotch with two drops of water.'*

*'Coming up,' says the bartender. As she finishes that drink, the man to her left says, 'I would like to buy you one, too.'*

*The old woman says, 'Thank you. Bartender, I want another Scotch with two drops of water.'*

*'Coming right up,' the bartender says. As he gives her the drink, he says, 'Ma'am, I'm dying of curiosity. Why the Scotch with only two drops of water?'*

*The old woman replies, 'Sonny, when you're my age, you've learned how to hold your liquor.'*

*Holding your water, however, is a whole other issue.'*

# Notice Board

## SAVE THE DATE!

New Zealand Conference:  
New Plymouth, 26-28 August 2011

## AADS NSW Branch Meetings for 2011:

- **MARCH MEETING**  
In conjunction with AADS National Conference Adelaide 25-27 March 2011
- **JUNE MEETING**  
Nelsons Bay – 18 June 2011
- **NOVEMBER MEETING**  
Orange – 5 November 2011

**DIESEL** TORQUE

# DIESEL TORQUE

OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)

## Editorials Required

Diesel Torque is your magazine. Currently most articles are submitted by your respective State Chairmen and members of the National Committee.

We would encourage the members to submit any articles of interest that everyone would enjoy reading. It does not necessarily have to be technical, diesel or turbo oriented. We are looking for articles of interest across the board to all who read our magazine. Write an article of interest, find an article that you think would help others and submit it to your State Chairman for publication.

- All submissions can be sent to the following email address  
[aads@apcaust.com.au](mailto:aads@apcaust.com.au)
- All pictures should be sent separate from text, preferably in jpg format and all articles written in Word.  
**Do not embed images into the word document.**

Help yourselves to your own magazine and think how you can contribute to make it something that is of interest to your fellow members. This is your association, make it a success. We look forward to receiving your contribution for the next publication.

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