

Automotive Industry to Control Electric Vehicle Repairs

Motor Trade Association of WA Policy Statement

Suitably Qualified Automotive Technicians Must Control the Repair of an Electric Vehicle in Its Entirety.

Recommendations

- Automotive Technicians must be suitably qualified to work on an electric “motor vehicle”.
- Technicians must have access to manufacturer vehicle-specific safety information related to the task.
- Repairers must have awareness of, and access to AS 5732:2022.
- Electricians must not be involved in the repair of an electric vehicle unless they hold the necessary automotive qualifications.

Background

Repairing an electric vehicle with a high-voltage system can be deadly if safety measures aren't followed or if the work is done by someone lacking the necessary skills and knowledge. Qualified technicians are currently repairing electric motor vehicles at franchise dealerships, mine sites, body repair workshops, and independent workshops.

Department of Local Government, Industry Regulation and Safety issued a consultation outcome report in March 2026, certification of repairers for work on electric vehicles under the Motor Vehicle Repairers Act 2003 (WA), with the following recommendations.

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.

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. 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.

Electrical Safety Office QLD issued - A response to the Review of Queensland's Electrical Safety Act 2002 – key definitions and emerging technologies Decision Paper December 2023. The recommended option and next steps were that overall, the results of the stakeholder consultation and thematic analysis support Option 1: Status Quo as the preferred option. Supporting this, stakeholders highlighted:

- The existing standards and procedures already mitigate the identified risk associated with work on EVs
- There was insufficient industry consultation supporting the identified problem, which led to options that failed to provide sufficient benefits or imposed significant costs.

Rationale

- Nationally accredited electric motor vehicles, inspect, service and repair Units of Competency (UOC) are available and delivered in WA.
- Nationally accredited electric motor vehicle UOC has been developed in accordance with the AS 5732:2022 Electric vehicle operations – Maintenance and repair.
- Automotive technicians are best placed to upskill and repair electric motor vehicles.
- Vehicle manufacturers have made safety information available to the automotive sector.
- Industry is actively undergoing training, and PCBC has a responsibility under WHS law to provide a safe workplace and provide training to its employees.
- Electricians undertaking work on an electric motor vehicle without holding the appropriate automotive qualifications conflict with AS 5732:2022 and expose the PCBC to liability.
- Electricians are not eligible to complete the relevant skill sets to work on electric motor vehicles.
- It is not practical for an electrician to handle electric vehicle repairs. Involving an electrician would raise repair costs, and those costs would be passed on to the customer.
- Skill shortages would be further exacerbated and hinder electric vehicle uptake.
- QLD, NSW and VIC state governments reviewed the calls for electricians to be involved in the repair of electric motor vehicles and calls for a separate class of license have had a similar conclusion. Training and information are available to the automotive industry, and automotive technicians are best placed to service and repair these vehicles.

Scope

- This policy includes the repair of all “Motor Vehicle” as defined by the Road Traffic (Administration) Act 2008.
- Repairs to an electric vehicle in its entirety.
- Repair an electric vehicle in isolation.
- This policy does not include repairs to electrical installations, charging cables, or infrastructure.

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