



Detailed Feedback: Review of AURVTN120 Remove and replace major welded panels on vehicles

Purpose:

This section provides a list of all feedback in response to our initial survey about the Performance Evidence, including any issues raised by stakeholders during this project, and the actions AUSMASA has taken to address this input.

Stage received	Product Code	Product Title	Industry*	Stakeholder Type	State /Jurisdiction	Method of communication	Feedback (including issues raised)	AUSMASA's response
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles		Industry Association	Western Australia	Email	Feedback from most of our apprentices is that they rarely have an opportunity to be trained on these types of repairs. It is becoming increasingly difficult for the RTO to be able to directly observe each student on this performance evidence, either in the workplace or during block training sessions. This poses a real threat to apprentices being able to successfully complete their trade qualification. Proposed solution: Amend current wording and number of panels to be welded. Suggested: ☐remove and replace a minimum of three major welded panels. Including 3 different panels from the following list: ☐quarter panel ☐turret ☐side panel ☐beaver panel	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Queensland	Interview	General Comments Scott has a background in industry as well as teaching the unit. Training at MTAI is conducted in the workplace not in classroom They only deal with LV Scott's interpretation is 9 panels in total for each student A lot of resources to have to be purchased / utilised 1. What would help clarify this performance requirement? Clarifying the intent of the PE means there will be consistency between RTOs and the skills outcomes for those becoming tradespeople. 2. What should a learner be required to do, to demonstrate competence in removing and replacing major welded panels on vehicles? 3. At a minimum, which of the following major panels must a learner be competent to remove and replace on a vehicle? Four would be better as students should be familiar with all these panels 3.1 Panel types – are the panels mentioned OK with the ¼ panel and turret Side panel – if you look at a ute, the side panel and quarter panel can be the same A pillar Outer and B pillar outer Beaver / Rear panel would be preferable In relation to 3 different cars Do the repair on the one car 4. If you are an RTO delivering this unit, what challenges have you encountered when assessing or preparing students for AURVTN120? Barriers to implementation Cost of panels. A lot of resources to have to be purchased / utilised If the task is not performed correctly and needs to be repeated Training students and providing them with opportunities to train them correctly is costly, as the components are expensive very difficult to train and assess students on 9 different occasions	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Employers	Northern Territory	Survey	What would help clarify this performance requirement?: A clearer breakdown of how many panels and vehicles are required,Guidance on whether panels must differ across vehicles,Clarification on acceptable equivalents to listed panel types Learners should remove and replace a minimum of five major welded panels: Quarter panel, Turret, Side Panel , Beaver panel, Outer wheelhouse Delivery challenges: Lack of clarity on OEM or authorised welding specifications	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry. Where OEM information is not available, organisations may refer to Australian/New Zealand Standards where applicable, as well as guidance from recognised industry bodies such as I-CAR Australia.

Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Western Australia	Survey	What would help clarify this performance requirement? A clearer breakdown of how many panels and vehicles are required,Guidance on whether panels must differ across vehicles,Clarification on acceptable equivalents to listed panel types Learners should remove and replace a minimum of three major welded panels: Quarter panel, Beaver panel Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement,Unclear whether panel replacements must be unique for each vehicle,Limited availability of specific panels listed in the unit,Students unable to complete replacements within course time constraints,Lack of clarity on OEM or authorised welding specifications	The revised performance evidence clarifies that learners are required to remove and replace three major welded panels. These may be undertaken on the same vehicle, which reduces the number of vehicles RTOs need to source while still ensuring learners gain exposure to a range of repair tasks. This change is designed to provide greater clarity for RTOs and assessors, helping to avoid over-assessment while maintaining the integrity of the unit. It ensures that graduates can demonstrate the breadth of skills expected in industry, while allowing RTOs flexibility in how assessment is organised in line with the Standards for RTOs. In the absence of OEM information, organisations are able to refer to the Australian /New Zealand Standards where applicable as well as other industry bodies such as I-CAR Australia.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	South Australia	Survey	What would help clarify this performance requirement?: A clearer breakdown of how many panels and vehicles are required Guidance on whether panels must differ across vehicles Clarification on acceptable equivalents to listed panel types Learners should remove and replace a minimum of three major welded panels: Quarter panel Side Panel Outer wheelhouse Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement Limited availability of specific panels listed in the unit Students unable to complete replacements within course time constraints The unit requires more clarity.	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	South Australia	Survey	What would help clarify this performance requirement?: A clearer breakdown of how many panels and vehicles are required Guidance on whether panels must differ across vehicles Clarification on acceptable equivalents to listed panel types Learners should remove and replace a minimum of three major welded panels: Quarter panel Side Panel Beaver panel Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement Limited availability of specific panels listed in the unit Students unable to complete replacements within course time constraints Lack of clarity on OEM or authorised welding specifications Other feedback: Nominated hours will have to reflect the number of panels to be replaced . When some of the OEM,s are moving to replacing a welded panel by rivet bonding and a welded pillar join ,what now constitutes a "Major Welded Panel.	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry. Where OEM information is not available, organisations may refer to Australian/New Zealand Standards where applicable, as well as guidance from recognised industry bodies such as I-CAR Australia. The technique of replacing panels using bonded methods and rivets is addressed separately in AURVTN123 Repair adhesive bonded structural damage on vehicles, which is a core unit within AUR32120 Certificate III in Automotive Body Repair Technology.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Employers	New South Wales	Survey	What would help clarify this performance requirement? Guidance on whether panels must differ across vehicles, Clarification on acceptable equivalents to listed panel types There needs to be a broader range of metals added in to the unit and a broader range of methods i.e. Backing Plate Welded sections, Flow Form Riveted panels etc. before the can be deemed competent in weld on panels Minimum 4 panels should be completed to show competence in the multiple varieties of replacement procedures. Learners should undertake a structural integrity welding course to show they are competent to perform the procedure to OE standards, with the skills required to be able to remove complex welded panels without damaging the vehicle i.e. Weld bonded panels, Flow Form Rivet Bonded panels Aluminum panels. Panels: Quarter panel, Turret, Beaver panel, Outer wheelhouse Other I believe they need to be competent in Outer Body Weld on Panels, Aluminum Weld on Panels, Reinforcement Structural Panels & Rivet/Bonded Panels regardless of the area of the vehicle. AURVTN120 needs to take into account EV Vehicles, Radars & airbag components. We need to include something within Cert III Body Repair Technology that will allow our rising apprentices to be competent and accredited to be able to work on these components. As repairers we have to work with these components on a daily basis more so the other Automotive Technicians, there is no ADAS training/EV training in our curriculum.	The revised performance evidence wording clarifies that learners are required to remove and replace three panels which may be performed on the same vehicle, reducing the number of cars requiring to be sourced. The technique of replacing panels on vehicles using a bonded method and rivets is covered in AURVTN123 Repair adhesive bonded structural damage on vehicles, which is a core in AUR32120 Certificate III in Automotive Body Repair Technology. The application of this unit is specifically focused on the skills and knowledge required to remove and replace vehicle welded panels and panel sections. EV systems, radar, and airbag components are outside the scope of this project and will not be addressed within this unit. That said, we acknowledge the importance of ensuring apprentices are equipped to work safely and competently with emerging vehicle technologies. AUSMASA is currently progressing a dedicated project on Advanced Driver Assistance Systems (ADAS), which is developing training products to reflect the skills and knowledge required by automotive professionals to calibrate ADAS following servicing, replacement, or repair work.This work, along with future projects focused on EV technologies, will ensure that the broader training package reflects the evolving needs of the automotive sector.

Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Employers	New South Wales	Survey	What would help clarify this performance requirement? 3 panels on the same car would be sufficient. The outer wheelhouse is definatley considered structural and would be out of scope Learners should remove and replace a minimum of 5 different panels. Five different panels , not 3 beaver panels and a turret. Same model doesnt matter: Quarter panel, Turret, Side Panel , Beaver panel Other feedback: Who oversees the work being carried out are there qualified tradesmen and is the work being checked when completed	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. Trainers and assessors delivering and assessing nationally recognised training are required to hold the Certificate IV in Training and Assessment (TAE40122 or its successor) as well as a relevant industry qualification. In addition, they must maintain current industry skills and knowledge, which is verified regularly to demonstrate industry currency. These requirements are mandated under the Standards for RTOs, which ensure that only suitably qualified trainers and assessors deliver and assess training. This framework provides assurance that training and assessment are overseen by qualified tradespeople and that assessment outcomes are valid and reliable.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Queensland	Survey	What would help clarify this performance requirement? A clearer breakdown of how many panels and vehicles are required, Guidance on whether panels must differ across vehicles Remove and replace a minimum of three major welded panels: Quarter panel, Side Panel , Beaver panel Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement,Unclear whether panel replacements must be unique for each vehicle,Limited availability of specific panels listed in the unit Other feedback: This statement is the confusing part for trainers. "remove and replace major welded panels on three different vehicles, where each replacement must involve three of the following". It has been interpreted as 3 single panels on 3 different vehicles ... or 3 panels on 3 different vehicles, meaning 9 different panels all up.	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Western Australia	Survey	What would help clarify this performance requirement? These directions already appear very clear in direction of the assessment requirements Learners should remove and replace a minimum of three welded panels: Quarter panel, Turret, Side Panel , Beaver panel Any three of the above all are in the requirement availability i do not deliver this unit Other feedback: Well written, perhaps some knowledge of modern vehicle directional control calibration requirements possibly covered in other units post repair should be in the knowledge requirements	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. The application of this unit is specifically focused on the skills and knowledge required to remove and replace vehicle welded panels and panel sections. EV systems, radar, and airbag components are outside the scope of this project and will not be addressed within this unit.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Tasmania	Survey	What would help clarify this performance requirement? A clearer breakdown of how many panels and vehicles are required, Guidance on whether panels must differ across vehicles Clarification on acceptable equivalents to listed panel types Learners should remove and replace a minimum of four major welded panels: Quarter panel, Turret, Side Panel , Beaver panel Delivery challenges: Lack of clarity on OEM or authorised welding specifications Other feedback: This unit is still very important and relevant to the current industry requirements	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry. Where OEM information is not available, organisations may refer to Australian/New Zealand Standards where applicable, as well as guidance from recognised industry bodies such as I-CAR Australia.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Government	Government	Victoria	Email	The Victorian Skills Authority on behalf of the Victorian SRO would like to know why this project needs to go through all steps of the TPOF and Minister signoff process. Have you checked with the Quality Assurance Body if this can be fast tracked as a Minor Change?	Thank you for your enquiry regarding the review and update of AURVTN120. AURVTN120 is a core unit within the AUR32120 Certificate III in Automotive Body Repair Technology. In accordance with the Categories of Change outlined in the Training Package Organising Framework (TPOF), any change to a unit of competency that sits in the core of a qualification is classified as a major change. As such, this type of change is required to follow the full development and endorsement process, including Ministerial approval. We appreciate your interest and engagement. Please don't hesitate to get in touch if you require any further clarification.

Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Government	Government	Victoria	Email	Thank you for the prompt response. Noting that the trigger for the project came about due to an RTO implementation issue and VET Regulatory compliance, there potentially needs to be a work around by DEWR for similar type cases, rather than creating an activity order and going through the whole TPOF process. (the new TPOF is supposed to speed things up). As you will be aware, Victoria develops the Victorian Purchasing Guide which all state and territories eagerly await once there is a change on the national register. In this case it will be for ONE Unit of competency. I would be interested if AUSMASA have considered the impact to the VPG across all jurisdictions and implementation to update funding arrangements. Is this included in the latest survey that has been released, seeking feedback on the changes? Do you envisage the unit to be deemed Equivalent?	Thank you for your email regarding the review of AURVTN120 Remove and replace major welded panels on vehicle. AUSMASA is required to follow the Training Package Organising Framework (TPOF), which governs the development and endorsement of nationally recognised training products across all Jobs and Skills Councils (JSCs). You may be aware that the TPOF outlines both Product Requirements and Process Requirements, which collectively ensure national consistency, quality assurance, and adherence to regulatory standards. Product Requirements define the overarching design and structure of training package products, including qualifications and units of competency. Any change to a core unit within a qualification—as is the case with AURVTN120 (a core unit in the AUR32120 Certificate III in Automotive Body Repair Technology)—is classified as a Major Change. As AURVTN120 is a core unit within a trade qualification, it is essential that it supports an appropriate demonstration of competency. This means ensuring that the requirements are rigorous enough to reflect industry needs, without placing undue burden on RTOs through over- or under-assessment. While this project focuses on a single unit, these considerations justify a thorough review by AUSMASA. To answer your question about equivalency, we are not at the stage to determine if this will be the case.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	New South Wales	Survey	What would help clarify this performance requirement? A clearer breakdown of how many panels and vehicles are required, Clarification on acceptable equivalents to listed panel types Students should remove and replace a minimum of two major welded panels: Quarter panel, Turret, Side Panel , Beaver panel, Outer wheelhouse Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement,Limited availability of specific panels listed in the unit,Students unable to complete replacements within course time constraints,Lack of clarity on OEM or authorised welding specifications Other feedback: Students solely completing a turret for example is a big job, can document stipulate where students can work together, as some workplaces would have this set up.	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry. Where OEM information is not available, organisations may refer to Australian/New Zealand Standards where applicable, as well as guidance from recognised industry bodies such as I-CAR Australia. Jobs and Skills Councils do not make decisions about whether teamwork or group assessments are used. These decisions sit with individual RTOs, provided they comply with the Standards for RTOs.
Stage 1 – Initial Development	AURVTN120	Remove and replace major welded panels on vehicles	Automotive	Registered Training Organisations (RTOs)	Tasmania	Survey	What would help clarify this performance requirement? Guidance on whether panels must differ across vehicles Learners should remove and replace a minimum of three major welded panels: Quarter panel, Turret, Side Panel , Beaver panel Delivery challenges: Difficulty sourcing vehicles with different panels needing replacement Other feedback: I see this unit as compulsory as an apprentice needs to be able carry out all these tasks.	The revised performance evidence clarifies that learners are required to remove and replace three panels, which may be completed on the same vehicle. This reduces the number of vehicles RTOs need to source while still ensuring learners demonstrate the full breadth of skills required. This change is intended to provide greater clarity for RTOs and assessors, reducing the risk of over-assessment while maintaining the integrity of the unit. It supports flexibility in how assessment is organised in line with the Standards for RTOs, while also ensuring graduates are equipped with the capabilities expected by industry.