

FEBRUARY/MARCH 2020

automobil

THE DEEPEST BUSINESS REACH INTO THE SA RETAIL MOTOR INDUSTRY

WWW.AUTOMOBIL.CO.ZA

IGNITING THE SPARK

ARA is ready for a new decade

AUTOMATED DRIVING

One step closer



NEWLY APPOINTED

THE 2020 BOARD MEMBER APPOINTMENTS



ARA



NADA



SAMBRA



SAPRA



SAVABA



TEPA



VTA



**BOSCH**

Invented for life

Driven by **SECURITY**



Software based alignment method for efficient camera and radar calibration with Bosch: The DAS 3000 is the new multi-brand calibration device for workshop professionals to adjust and precisely calibrate sensors of driver assistance systems.

boschaftermarket.com

**What drives you
drives us**



CONTENTS – FEBRUARY/MARCH 2020

COLUMNS

- 05 **Driver's Seat:** Jakkie Olivier, CEO of the RMI
- 07 **Editor's Letter:** Kate Kennedy
- 09 **merSETA:** Wayne Adams; Acting CEO
- 66 **Tailpiece:** Ford Wildlife Foundation provides mobility

UPDATES

- 12 **RMI news**
- 16 **Outlook for SAMBRA**
- 18 **Computers on wheels**
- 26 **Maintenance is crucial**

INDUSTRY NEWS

- 20 **Golf supports education**
- 31 **ZF highlights progression toward automated driving**
- 32 **Taxi industry urged to "go green"**
- 33 **Investing in the future**
- 34 **Tata enriches lives of youth**
- 36 **Free State graduates return from China**
- 37 **Helping learners put their best foot forward**
- 42 **Can bodyshops capitalise on consumer impatience?**
- 50 **Nissan's twin-motor all-wheel-control tech is a force to be reckoned with**
- 56 **Goodyear to purchase dynamic driving simulator**
- 58 **VW honours 2019's best trainee**
- 60 **Audi SA's leadership changes**

COVER STORY

- 22 **Automotive Remanufacturers' Association**
ARA is ready for a new chapter

FEATURE

- 38 **Tech Talk**
Playing with numbers
- 44 **Labour Law**
Negligence in the workplace
- 54 **Less bounce to the ounce**
Shock absorbers in the spotlight
- 46 **Legal Eagle**
Business rescue remedies to creditors
- 62 **Workshop**
Fixes for the Fiat 500X and the Subaru WRX

BELONGING IS BETTER BUSINESS



Here's why...



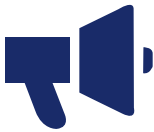
⇒ *Legacy and unity*

- We've been representing the retail motor industry for more than **100 years**.
- With more than **8,000-member** businesses, our unity is our strength.

⇒ *Your voice*

RMI represents the industry at:

- Centralised wage negotiations.
- Various **MIBCO** and Industry-related Boards and committee structures.
- Various South African Bureau of Standards (**SABS**) committees and working groups.
- The National Regulator for Compulsory specifications (**NRCS**), defending our industry when compulsory specifications and standards are compromised.
- The Moto Health Care Fund, Industry Provident Funds and the Sick, Accident and Maternity Pay Fund.
- Meetings hosted by reputable organisations recognised by government, big business, consumers and relevant stakeholders like Business Unity SA (**BUSA**).



⇒ *Supports your business*

- Professional industrial relations advice ensuring procedural and substantive fairness when disciplining staff.
- Chairing of disciplinary hearings and **AUTOMATIC** entry at the **CCMA**, **DRC** and Labour Court.
- Exceptional CPA support at the National Consumer Commission (**NCC**) and the Motor Industry Ombudsman of South Africa (**MIOSA**).
- Facilitation of a business-to-business complaint where both parties are RMI members, with a complaint resolution rate in excess of 95%.
- Training needs and representation via **merSETA** and **W&RSETA**.
- Industry-specific products like **RMI4BEE**, **RMI4LAW**, **RMI4OHS** and **RMI4SURE**.



⇒ *Keeps you in the know*

- Industry labour relations seminars.
- *Automobil* magazine and weekly web letters.
- Commenting on industry topics in the media, and participating in and hosting numerous conventions and shows.





The start of a new decade

And the evolution of a new-look automotive industry



Where belonging matters

I wish all of our valued members, industry stakeholders and staff the very best for 2020. We are positive and excited about the start of this year and the new stories we will be sharing with you through *Automobil*.

As mentioned in the last edition we have launched the new RMI and associational logos and merged 13 associations into eight. Each of the logos has been simplified and modernised, whilst still retaining its unique essence and rich heritage.

This change has also prompted us to re-look how *Automobil* is managed in 2020 and we felt it made sense, in line with the general trend in printed media worldwide, to reduce the publication of our magazine from monthly to every second month. We will focus on six excellent issues which will each enjoy a two-month shelf life, commencing with this edition.

The magazine remains an important and valued source of information for the industry. During the next few months we will be carrying out some further research to ensure both our content, and the platform on which it is presented, remains relevant, appropriate and in line with changing media trends and the growth in digital news. We will be contacting readers and would appreciate your input in this regard.

We will continue to share weekly news in our RMI web letter. We will also continue producing a digital version of the magazine

which can be easily downloaded from our website. This is an easy and quick way to access *Automobil*.

We are living in changing and dynamic times with artificial intelligence (AI), robotics and automation being applied to create ingenious innovations and speeding up the evolution of industries. The retail motor environment is no exception. We will need to keep abreast of this fast-moving transformation, especially around customer care and after-sales service issues.

A priority of the RMI will be to ensure we ready our members for these changes through awareness, education, and skills development. I have no doubt our objectives and actions this year will influence not only the automotive industry, but generations to come. A new-look automotive industry is no longer a dream. It is happening and it is happening at a rapid rate. How our members and business owners think about their future in the industry, how they prepare for the change and most importantly how they meet the ever increasing demands of consumers will largely be influenced by our actions and aspirations at the beginning of this new decade.

We all are faced with concerning external challenges over which we have little or no control. An ongoing low growth economy and performance with the threat of a

downgrade to junk status by Moody's and other rating agencies; pressure from load shedding and Eskom's inability to provide sustainable power for businesses and industry to produce and deliver products and services coupled with a lack of appropriate skills and leadership to save our country from a total collapse will colour our business landscape this year. A collective effort, effective co-operation and collaborative relationships amongst all key stakeholders are therefore fundamental as we enter the year 2020.

We hope you enjoy our latest edition. The focus of this edition is on one of our newly-merged associations, the Automotive Remanufacturers' Association (ARA). ARA represents the remanufacturing trade sector. ARA promotes the responsible reuse of remanufactured engine components for a 'greener' environment (carbon footprint). Its members are dedicated to providing consumers with only the best advice, finest service delivery, and highest quality workmanship.

The RMI and its various associations and structures remain committed to making a difference in the lives of business owners and the economy going forward. Our hope is that 2020 be the beginning of great and lasting outcomes in the automotive industry – outcomes we can all be proud of in time to come.

Jakkie Olivier 

For information on the RMI and its workings, visit www.rmi.org.za or call 011 886 6300

CONSTITUENT ASSOCIATIONS



A DRIVING FORCE IN SOUTH AFRICA'S AUTOMOTIVE AFTERMARKET

The Retail Motor Industry Organisation is a proactive, relevant, retail and associated motor industry organisation recognised as the leading voice in South Africa's automotive aftermarket. It serves the daily needs of its members and plays a key role in enabling motor traders to deliver a superior service to motoring consumers. Eight Associations fall proudly under the RMI umbrella. Inter-associational business-to-business trading is encouraged in the interests of all stakeholders.



ARA - Automotive Remanufacturers' Association

ARA represents the remanufacturing trade sector. This includes component remanufacturers involved in safety-critical components, inclusive of but not limited to vehicle cooling, turbocharger and braking systems; automotive engineers who machine and remanufacture engine components by way of expert engineering – ultimately rebuilding engines to its original specifications; and specialists in the repair, servicing and remanufacturing of diesel fuel injection systems fitted to diesel engines in earth moving equipment, highway trucks, stationary engines and passenger vehicles. ARA promotes the responsible reuse of remanufactured engine components for a 'greener' environment (carbon footprint). Its members are dedicated to providing consumers with only the best of advice, finest service delivery, and highest quality workmanship.



SAPRA - South African Petroleum Retailers' Association

SAPRA represents the interests of all petroleum retailers in South Africa. Its aim is to improve growth and profitability for the investor. SAPRA plays an important role in tracking global and local trends that affect sustainability and help retailers remain relevant in an ever-changing business environment. Retailers voice concerns through one of the seven regional chairs strategically located around the country, into a National Executive Committee (NEC), where strategy and solutions are developed. This bottom up approach is a fundamental SAPRA imperative.



SAVABA - South African Vehicle and Bodybuilders' Association

SAVABA members are professional, certified and regulated vehicle body builders in South Africa who manufacture commercial vehicle body applications (tanker, coal, refrigerated trucks and trailers) and bus bodies (commuter and tourist type). Members manufacture using the latest equipment and highly trained staff to ensure strict compliance with NRCS regulations; SABS standards and all other legal specifications and requirements.



MIWA - Motor Industry Workshop Association

MIWA, the Independent Workshop Association, representing general repairs, auto electrical; air conditioning; accessories and fitment as well as transmission and driveline workshops strives to remain ahead of the ever-changing technologies and best practices of the aftermarket motor industry. MIWA encourages members to support inter-associational, business-to-business trading with a view to strengthen the RMI. MIWA remains the leading resource for members ensuring continued relevance and sustainability.



TEPA - Tyre, Equipment, Parts Association

TEPA represents tyre dealers; garage/workshop equipment and tool importers and distributors; auto part wholesalers, retailers and independent operators in the aftermarket motor parts industry as well as manufacturers and importers of parts for the automotive aftermarket. The members of TEPA represent, promote, sell and endorse the use of legitimate, bona fide, quality branded products. TEPA members also export parts, equipment and components into Africa and other countries in the world. TEPA encourages at all times inter-associational RMI business-to-business trading, intent on strengthening the RMI Organisation as a whole. TEPA is seen as the mark of integrity and fair trade for the consumer, the business operator and the government. The Association is the legitimate voice of the tyre, equipment, and parts industry in South Africa and is positioned as an intermediary between government, business, and the consumer.



NADA - National Automobile Dealers' Association

NADA represents the interests of business people who own or operate new motor vehicle and motorcycle franchise dealerships and qualifying used motor vehicle and motorcycle outlets. NADA is committed to the image enhancement of the retail motor business, facilitating the interface between dealers and OEMs; importers and distributors; building relationships between dealers and customers and bringing relevant industry issues to the attention of government. NADA is the respected voice on all matters relating to motor vehicle and motorcycle dealer business.



SAMBRA - South African Motor Body Repairers' Association

SAMBRA is the pre-eminent motor body repair association in South Africa representing the majority of accredited motor body repairers. SAMBRA's grading system, which was introduced over 30 years ago, regulates repair standards in the motor body repair industry in South Africa and instils confidence in consumers and industry stakeholders alike. The Association works in close collaboration with various key industry stakeholders including Insurers, Original Equipment Suppliers, paint and equipment suppliers, the labour department and trade unions, as well as related SETAs – to maintain industry sustainability and development. It ensures the provision of technical and business management skills training in order for members to meet the demands of the industry.



VTA - Vehicle Testing Association

The VTA represents private vehicle testing stations that are committed to operating within the law in accordance with the Road Traffic Act and the relevant SANS standards. In this highly regulated environment, the association represents the interests of its members at government level working groups and is committed to enhancing the reputation of the industry in all the spheres.

WE ARE BETTER TOGETHER



HEAD OFFICE www.rmi.org.za

Randburg, Gauteng tel: +27 11 886 6300

Surrey Square Office Park, 330 Surrey Avenue, Ferndale, Randburg, 2194, Gauteng, P. O. Box 2940, Randburg, 2125

REGIONAL OFFICES

Highveld: Randburg tel: +27 11 886 6300, Northern: Pretoria tel: +27 12 348 9311, KwaZulu-Natal: Durban tel: +27 31 266 7031

Eastern Cape/Border: Port Elizabeth tel: +27 41 364 0070, Western Cape: Cape Town tel: +27 21 939 9440,

Free State Northern Cape: Bloemfontein tel: +27 51 430 3294

Regular maintenance FTW



Editor: Kate Kennedy

When you look at the cost of living today, you know that the old tradition of replacing your vehicle every three to five years is just not possible anymore. Even if you stick to demo models of small cars, the costs involved with a new set of wheels doesn't allow for many

people to update their rides too often. Research by the AA reveals that 40% of respondents are holding onto their vehicles for up to 10 years.

My little Kia Rio is going on for nine years and, at just over 100,000km, has not had any major problems. Admittedly, there are a few body work repairs that I haven't seen to and my car-washing schedule is extremely erratic, but the car is running just fine. I attribute this good fortune

to regular maintenance at a local dealership. And to ensure that I'm able to get my car serviced every year, I have signed up for a maintenance plan since the initial two-year plan expired. I pay a monthly fee to a third party which allows me to drop my car at the dealership once a year without having to worry about paying for the standard service.

On page 26, Dewald Ranft, Chairman of MIWA, explains why it's so important to keep a regular maintenance schedule, and it's not all about the eventual resale value.

Also in this issue, we look at the impact artificial intelligence is having on the retail motor sector (page 28); the recipients of Ford Rangers as part of the company's wildlife conservation project (page 66); and how Castrol's liquid engineering is helping to drive down the cost of ownership (page 31).

'Til next time

Kate 

Enrol in our Nated Engineering Studies Motor Trade Course.



Education
Driven by the AA

- Further your education and improve your job prospects!
- Form a strong foundation for your future in the motor industry.
- Complete it even if you don't have a Matric certificate.
- Manageable 3-4 month blocks: Complete your N1 - N3 levels one level at a time, and receive the certificate for the level passed.
- We provide you with more realistic insights to your future workplace by combining theory and practical/applied skills training.
- The Automobile Association (AA) has over 12 years' experience in occupational training, you know you will receive the best training for your future.

Entry requirements:

- N1: Grade 9 with mathematics and physical science
- N2: National Certificate with mathematics and physical science, N1 or equivalent
- N3: N2 or equivalent

Enter the following trades:

- ✓ Automotive Electrician
- ✓ Automotive Engine fitter
- ✓ Diesel Fuel Injection Technician
- ✓ Diesel Fitter
- ✓ Diesel Mechanic
- ✓ Motor Mechanic

Contact us for more information:



PHONE: 086 133 3668

Select option 1 for Head Office Main Campus: Midrand



EMAIL: AANated@aasa.co.za

Visit: aa.co.za/tools-and-information/aa-technical-college for more information.

TELL US WHAT'S ON YOUR MIND



RMI EXECUTIVES

Chief Executive Officer:

Jakkie Olivier

Cell: 082 452 5150

jakkie.olivier@rmi.org.za

Chief Operations Officer:

Jan Schoeman

Cell: 082 552 7712

jan.schoeman@rmi.org.za

Financial Director:

Renee Coetsee

Cell: 082 412 6760

renee.coetsee@rmi.org.za

Company Secretary:

Gary McCraw

Cell: 082 560 6613

gary.mccraw@rmi.org.za



RMI BOARD MEMBERS

Jakkie Olivier - CEO

Jéanne Esterhuizen - President

Frans Maritz - Vice President

Vuyani Mpofu

Jeremiah Modiba - Advocate

Ferose Oaten

Mark Dommissie

Frank MacNicol

Eugene Ranft

Lindsay Bouchier

Riaan Botha

Les McMaster

Andrea Bogner

Sello Molemela

Eduan Naude

George Jacovides

Charles Canning

Danie Fourie

Trevor Gordon



RMI DIRECTORS

ARA

Attie Serfontein

Cell: 082 452 5153

attie.serfontein@rmi.org.za

MIWA

Pieter Niemand

Cell: 082 812 5391

pieter.niemand@rmi.org.za

NADA

Gary McCraw

Cell: 082 560 6613

gary.mccraw@rmi.org.za

SAMBRA

Richard Green

Cell: 082 378 4899

richard.green@rmi.org.za

SAPRA

Vishal Premilall

Cell: 082 886 6392

vishal.premilall@rmi.org.za

TEPA

Hedley Judd

Cell: 071 892 1475

hedley.judd@rmi.org.za

VTA, SAVABA

Julian Pillay

Cell: 082 560 6625

julian.pillay@rmi.org.za

TRAINING

Louis van Huyssteen

Cell: 082 560 6623

louis.vanhuysteen@rmi.org.za

TRANSFORMATION

Joy Oldale

Cell: 082 464 4009

joy.oldale@rmi.org.za



RMI HEAD OFFICE

Danelle van der Merwe

Brand and Communication Manager

Cell: 082 926 5846

danelle.vandermerwe@rmi.org.za

Nonhlanhla Noni Tshabalala

HR Manager

Cell: 083 208 7161

noni.tshabalala@rmi.org.za

Julian Pillay

Regulatory Compliance Manager

Cell: 082 560 6625

julian.pillay@rmi.org.za

011-886-6300

www.rmi.org.za

Surrey Square Office Park

330 Surrey Avenue

Ferndale, Randburg

2194

RMI REGIONAL OFFICES

Julian Pillay: Regional Manager: KZN

Joy Oldale: Regional Manager: Western Cape

Erwin Stroebel: Regional Manager: Eastern Cape/Border

Jeff Molefe: Regional Manager: Central

Jacques Viljoen: Regional Manager: Free State/Northern Cape

Highveld: Randburg: 011-886-6300

Northern: Pretoria: 012-348-9311

KwaZulu-Natal: Durban: 031-266-7031

Eastern Cape/Border: Port Elizabeth: 041-364-0070

Western Cape: Cape Town: 021-939-9440

Free State/Northern Cape: Bloemfontein: 051-430-3294



RMI PARTNERS

RMI4Sure 0860-104-202

RMI4BEE 0861-764-233

RMI4Law 0861-668-677

RMI4OHS 012-998-7139

@AutomobilSA

Facebook.com/AutomobilSA

www.rmi.org.za





Graduates enter the workforce

Wayne Adams, merSETA Acting CEO

Opportunities abound for companies following the successful '19 Matric class.

With the highest pass rate in 25 years, companies in the mer-sector are spoiled for choice from a large pool of candidates for apprenticeships and learnerships.

The '19 Matric class opens wonderful breaks for manufacturing, engineering and related companies to gear up their training for greater demand, given the vast opportunities that are arising from the highly successful investment conferences held by President Cyril Ramaphosa.

Our Return on Investment tool, which we launched last year with the Retail Motor Industry Organisation, makes it clear that investment in training can have up to 200% return within the first two years.

This tool enables a company to quickly and simply estimate the potential

contribution a single apprentice can make during the training period.

Companies interested in training in the Automotive Mechanic, Automotive Spray Painter and Automotive Body Repairer disciplines can easily calculate their financial returns on apprenticeships. This tool is available via the merSETA website.

Although domestic new vehicle sales declined again up to December 2019, there has been substantial growth in our vehicle exports.

According to NAAMSA, vehicle exports registered another annual record with total exports at 386,863 units which is an improvement of 35,724 vehicle exports or a gain of 10,2% compared to the 351,139 vehicles exported in 2018.


Exports of passenger cars, in particular, registered a substantial rise, in volume terms, of 17.7%.

Many don't realise that total automotive revenue in South Africa amounted to R503 billion in 2018. Figures for 2019 will certainly show an increase given the higher exports.

This alone should encourage you, company owners, to take on apprentices and increase training ventures at your premises.

Make use of the opportunity to engage new apprentices and launch learnerships as the '19 Matric class enters the job market in the next few months.

'Till next month!

Wayne Adams
merSETA Acting CEO 

TAKING CARE OF OUR OWN WITH HELLO DOCTOR.

MHC is proud to introduce Hello Doctor – a free, voluntary, mobile-based service that gives you access to doctors within minutes.

- Speak to a doctor over the phone, or chat via text message.
- Get free daily health tips and access to health coaching.
- Receive email newsletters with the latest health trends and advice.
- Use the symptom checker to get a rough idea of what the issue might be.



Simply download the app, log in via the website at www.hellodoctor.co.za, or dial ***120*1019#** from your phone and follow the prompts to request a call.



CONNECT WITH US DOWNLOAD THE MHC MOBILE APP NOW
www.mhcmf.co.za



moto
HEALTH CARE

taking care of our own

The 2020 RMI Board



The RMI's leadership for 2020 and 2021 was chosen and sworn into office in 2019. Serving on the Board are business persons who have been elected by the RMI's regional and constituent association's committee structure, together with non-executive directors appointed from the broader business community and the CEO of the RMI. Jeánné Esterhuizen was, once again, reappointed as President and Frans Maritz was elected as Vice-President for 2020 and 2021. The RMI strategic objectives will continue to be actively driven by the RMI Board of Directors together with the RMI's Senior Executives for the ultimate benefit of all members. 

Jeánné Esterhuizen	Non-Executive Director (RMI President)
Frans Maritz	TEPA Chairperson (RMI Vice-President)
Jakkie Olivier	Chief Executive Officer
Vuyani Mpofu	Non-Executive Director
Advocate Jeremiah Modiba	Non-Executive Director
Jan Schoeman	Chief Operations Officer
Eduan Naude	SAVABA National Chairperson
Riaan Botha	RMI Eastern Cape Regional Chairperson
George Jacovides	RMI KwaZulu Natal Regional Chairperson
Danie Fourie	RMI Free State / Northern Cape Regional Chairperson
Andrea Bogner	RMI Highveld Regional Chairperson
Eugene Ranft	MIWA National Chairperson
Mark Dommissie	NADA National Chairperson
Trevor Gordon	Vice-Chairperson RMI Labour Executive Committee
Ferose Oaten	VTA National Chairperson & RMI Western Cape Regional Chairperson
Frank MacNicol	ARA National Chairperson
Lindsay Bouchier	RMI Border Regional & RMI Labour Executive Committee Chairperson
Les McMaster	RMI Northern Regional Chairperson
Charles Canning	SAMBRA National Chairperson
Sello Molemela	SAPRA National Chairperson
Gary McCraw	Company Secretary
Renee Coetsee	Financial Director



Jeánné Esterhuizen,
Non-Executive Director (RMI President)



Frans Maritz, TEPA Chairperson (RMI Vice-President)



Jakkie Olivier, Chief Executive Officer



Vuyani Mpofu,
Non-Executive Director



Advocate Jeremiah Modiba, Non-Executive Director



Jan Schoeman, Chief Operations Officer



Eduan Naude, SAVABA National
Chairperson



Riaan Botha, RMI Eastern Cape
Regional Chairperson



George Jacovides, RMI KwaZulu
Natal Regional Chairperson



Danie Fourie, RMI Free State
Northern Cape Regional
Chairperson



Andrea Bogner, RMI Highveld
Regional Chairperson



Eugene Ranft, MIWA National
Chairperson



Mark Dommissie, NADA
National Chairperson



Trevor Gordon, Vice-
Chairperson RMI Labour
Executive Committee



Feroese Oaten, VTA National
Chairperson and RMI Western
Cape Regional Chairperson



Frank MacNicol, ARA National
Chairperson



Lindsay Bouchier, RMI Border
Regional Chairperson and
Chairperson RMI Labour
Executive Committee



Les McMaster, RMI Northern
Regional Chairperson



Charles Canning, SAMBRA
National Chairperson



Sello Molemela,
SAPRA National Chairperson



Gary McCraw, Company
Secretary



Renee Coetsee, Financial
Director

Outlook for SAMBRA



Richard Green, National Director SAMBRA

There will be some significant changes for the motor body repair (MBR) sector in 2020.

It's not going to be business as usual says Richard Green, National Director of the South African Motor Body Repairers' Association (SAMBRA), a proud association of the Retail Motor Industry Organisation (RMI) and the custodian of industry standards and sustainability in the sector.

SAMBRA, whose members are responsible for repairing over 80% of all insured repair claims in the country, interface with all the key players in the formal MBR sector including short term motor insurers; insurer intermediaries; OEM approval programmes; OEM and alternative part suppliers; paint and equipment suppliers and MBRs servicing that market.

Green anticipates a decline in intermediary participants in the short term insurance sector and an increase in direct motor insurance – potentially more effective business partners than intermediary-driven insurers.

"Direct insurance models better suit our industry, as the current system is administratively ineffective and expensive," he says.

He also predicts OEM approval programmes will remain an integral part of the industry, though the form may change dramatically. "We must not lose the connection between our two industries, as the connection is essential to ensure continued skills development

without it repair quality will suffer. SAMBRA will continue to focus on cost reduction of these programmes," he says.

If OEMs wish to maintain the current part supply levels, they will need to seek more effective and production efficient mechanisms. "The cost of premium vehicle parts is currently not sustainable and alternative parts manufacturers have already made significant inroads into the genuine parts market. Unless OEMs produce creative and effective alternatives, the erosion of their market share will continue. An additional impact is the increase in effective repair technology which allows MBRs to repair panels that were previously replaced.


SAMBRA'S right of lien will, in our view, negate insurers' parts purchase/ payment strategy," says Green.

In the paint and equipment sector, more local production is a necessity as only a small percentage of paint and equipment supplied to the MBR market in South Africa is locally produced. "There has never been a better time to be in the collision repair industry – because of the opportunities arising through consolidation. There's a five-year window, and the clocks have already been ticking for two or three years.

"OEMs need to encourage competition in the sector by approving a wider range of paints for application to their vehicles," says Green.

Government needs to look at encouraging investment in this industrial sector. A fair, unrestricted and competitive business environment in the MBR sector will grow small businesses and stimulate employment. "As a sector we strongly reject any bias, no matter what form it takes and will robustly oppose any form of unfair business practice," says Green.

But business growth won't happen in the large MBR business sector. "We believe the real growth opportunity lies in small business sector that can remain agile in service offering, and will, in future, be multi-faceted under the same 'roof' focussing on Non-Structural Repair (NSR) MBR work and allied services. As an industry we are committed to working tirelessly with all of our business partners to ensure a sustainable trading environment."

The MBR industry will need to regroup, regain sector independence and focus on production efficiencies by developing skill and using of best available repair technology to maximise profit margins. "We owe our customers the best possible level of repair quality and service and we owe ourselves the correct levels of ROI. We will achieve this by declining to work at unsustainable rates; by securing working capital by exercising our right of lien and by eradicating the senseless invoice discounting practices," concludes Green. 

The Best Replacement Engine Solution

FOR YOU

Saves You Time
Hassle / Risk Free
Customer Satisfaction
Improved Bottom Line

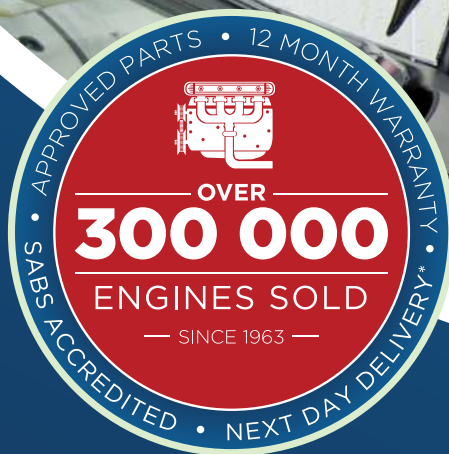
FOR YOUR CUSTOMER

✓ Best Value For Money
✓ Fast Turnaround
✓ 100 000 km/12 Month Warranty
✓ Nationwide Aftersales Support

Remtec Engines are as good as new, at roughly half the price. Remtec is SABS Approved, with all engines completely remanufactured from scratch, with approved parts, and machined to the original manufacturer's specifications by specialist technicians. Furthermore, Remtec provides a best in industry warranty, supported nationally through the RMI Workshops' network.

Remtec typically carries stock of engines, enabling delivery within 24 hours when delivered to major centres. Remtec is the only large-scale vehicle engine remanufacturer in South Africa and has sold over 300 000 remanufactured engines since 1963.

Visit <https://www.remtec.co.za/rmi> to request a trade pricelist and additional information.



REMTEC
SUPERIOR ENGINE SOLUTIONS



Call us: +27 (0)41 403 1300
Email: sales@remtec.co.za

REMANUFACTURED ENGINES FOR:

AUDI • CHEVROLET • FORD • ISUZU • LAND ROVER • MAZDA • NISSAN • OPEL • TOYOTA

Computers on wheels Don't be intimidated

The advent of Artificial Intelligence into the world we live in is furiously gaining momentum, where products like Google Duplex, Amazon Alexa, and others are finding residence in more and more mobility applications.

These AI-related processes aim to provide the consumer with seamless interactions with service providers. Ultimately the goal is to provide consumers with integrated environments and products. In the automotive industry the trend is moving that way too.

Everyday cars are becoming more and more technologically advanced. This should not be intimidating, says Hedley Judd, National Director of the Tyre, Equipment, Parts Association (TEPA), a proud association of the Retail Motor Industry Organisation (RMI), but rather exciting news for motorists.

"When we think technology, we think laptops, cell phones, TV sets etc. What's interesting is that much of the technology in motor vehicles is comparable to the technology in these types of items," he says.

The motor vehicle has an Engine Control Unit (ECU), Body Control Module (BCM), screens of different types, and of course the communication system to the outside world, either via a wi-fi-linked hotspot or a Bluetooth link to the cell network.

"The ECU and the BCM are both effectively computers with processors and memory that are programmed to function according to set rules depending on the external input from the engine or the vehicle via the driver. The screens referred to are the infotainment screen and nowadays in many vehicles the instrument cluster has become a computer-like screen as well. Finally, the communication language would be understandable to the drivers of today's vehicles."

When examining the modern home there are accessories which may or may not be linked to a computer system or may just be transmitting information continuously, which is accessed at random when required. These are accessories such as security alarms, security cameras, light controls, geyser controls, irrigation systems, and entertainment controls to mention a few.

"Again, if this analogy is transposed with the motor vehicle many of the same technology possibilities apply," says Judd.

The modern motor vehicle has cameras in various locations all performing different functions. These form part of the

advanced driver assistance system (ADAS). These cameras are all feeding information (data) to one of the onboard computers which in turn then provide warnings and or even adjustments to the vehicle. This ADAS system controls functions like Lane Drift assist, proximity alerts, rain sensing, road conditions, and vehicle following distances for autonomous braking and or brake warning alerts – even effective when reversing with an integrated reversing camera that can apply braking as well.

"The vehicle's lights are controlled by the BCM according to light sensors that send messages to the BCM to manage the lighting. The majority of modern vehicles also have alarm systems which are integrated to the ECU and BCM in efforts to reduce unwanted joy rides," he explains.

The data is continuously stored by the ECU and BCM units. This is where, when coupled to the external world via a connection of some description, your vehicle is then able to provide you with reactive information such as brakes or tyres that need replacing, or that the vehicle needs a service. "Your vehicle will then assist you in scheduling the appointments for the repairs or servicing."



ALERT ENGINE PARTS

QUALITY PARTS | PROFESSIONAL SERVICE

PROFESSIONALISM

WE DON'T COMPROMISE ON PERFORMANCE OR QUALITY

At Alert we know that you need to operate at the maximum efficiency and that your time is precious. Alert is committed to fulfilling your every need the first time around, our staff come with both a wealth of experience and training so as to respond to your requests with the professionalism that you deserve. We meticulously research, select and procure parts from world-class manufacturers for over 3000 engine models across petrol or diesel, passenger and commercial vehicles. All products are the subject of vigorous quality assurance compliance with no compromise on quality nor performance.

When you visit any of our 17 branches nationwide, we will have precisely what you need.

Payen



CLEVITE

HASTINGS
Piston Rings

PHC Valeo

VICTOR REINZ

MAHLE
ORIGINAL

Niiral

GOETZE

GLYCO

MEGA
GASKET

engine bearings **NDC**

osval

Garrett
ADVANCING MOTION

POWER
TORQUE

AUTO
POWER

Miba

DAWA

SACHS

TP

Falco

SANZ

QIP

KS

ATK

DMF

DMF

AIN
Premium Aftermarket Quality

GOAT

GEORGE
Tel: (044) 873-3755
Fax: (044) 873-3765

HEAD OFFICE
Tel: (021) 590-8250
Fax: (021) 592-2919

GOODWOOD
Tel: (021) 590-8200
Fax: (021) 591-0363

OTTERY
Tel: (021) 703-8744
Fax: (021) 703-1779

DURBAN
Tel: (031) 582-3400
Fax: (031) 582-3459/8

PIETERMARITZBURG
Tel: (033) 341-6000
Fax: (033) 342-6745

DURBAN CENTRAL
Tel: (031) 368-8642
Fax: (031) 368-3643

PINETOWN
Tel: (031) 705-2363
Fax: (031) 705-2535

DURBAN BRIARDENE
Tel: (031) 819 7500
Fax: (031) 819 7402

EAST LONDON
Tel: (043) 722-3007
Fax: (043) 743-0990

PORT ELIZABETH
Tel: (041) 404-8700
Fax: (041) 404-8701

JOHANNESBURG
Tel: (011) 870-0300
Fax: (011) 870-0400

PRETORIA
Tel: (012) 327-9300
Fax: (012) 327-9394

EAST RAND
Tel: (011) 874-4600
Fax: (011) 826-0167

NATIONAL WAREHOUSE
Tel: (011) 573-8500
Fax: (011) 397-6070

NELSPRUIT
Tel: (013) 741-8400
Fax: (013) 741-8501/0

POLOKWANE
Tel: (015) 299-2800
Fax: (015) 299-2828

WINDHOEK
Tel: +264 (0) 61 240 905
Fax: +264 (0) 61 248 719

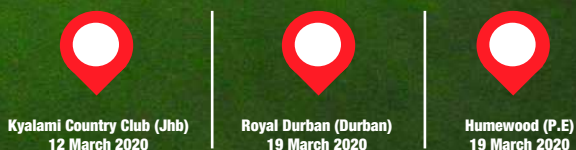
BLOEMFONTEIN
ENGINEPARTS TURBOCHARGERS
Tel: (051) 409-2700 Fax: (051) 430-8617

CH8195
WE ARE
MOTUS

www.alertengineparts.com



NAACAM GOLF DAYS Hosted by Sasfin



Golf supports education

NAACAM Golf Day proceeds to support maths and science education.

The National Association for Automotive Component and Allied Manufacturers (NAACAM) will host its inaugural golf days, hosted by Sasfin, in the automotive manufacturing hubs of Johannesburg (Kyalami Country Club on 12 March), Port Elizabeth (Humewood on 26 March) and Durban (Royal Durban on 19 March). All proceeds will be donated to the Centre for the Advancement of Science and Mathematics Education (CASME).


CASME focuses on professional development and support for teachers through training and provision of resources for science and mathematics teaching in under-resourced and previously disadvantaged communities. It operates throughout the schooling sector

from Foundation Phase to Grade 12 throughout South Africa and implements a range of interventions in support of the Department of Basic Education.

Renai Moothilal, NAACAM Executive Director, said that South Africa's economic prosperity depends on the availability of sufficient highly educated and trained people in science, mathematics and technology. "Increasing such availability, particularly with people from disadvantaged backgrounds, will go a long way to addressing structural growth and inequality, especially as we move into a technology intensive working future. CASME is one of the organisations successfully addressing this need and we are proud to be associated with them."

Brenden Adriaanzen, National Manager, Sasfin Commercial Solutions, an associate member of NAACAM, said Sasfin is committed to working with NAACAM in supporting existing members and attracting new members and specifically Black-owned component manufacturers.

"The golf day will be the perfect platform to network with new potential manufacturers entering the automotive supply chain. The event has been well received and it is encouraging to see that entries are filling up fast."

The field will be limited to 30 four-balls and sponsorship opportunities are still available. For more info email: naacam@sasfin.com 



merSETA
MANUFACTURING, ENGINEERING
AND RELATED SERVICES SETA

The merSETA is one of 21 Sector Education and Training Authorities (SETAs) established to facilitate skills development in terms of the Skills Development Act of 1998 (as amended). The 21 SETAs broadly reflect different sectors of the South African economy. The merSETA encompasses Manufacturing, Engineering and Related Services.

The various industry sectors are covered by **five chambers** within the merSETA:



Metal & Engineering



Automotive Manufacturing



Motor Retail &
Component Manufacturing



New Tyre Manufacturing



Plastics Industries

HEAD OFFICE
merSETA House,
95 7th Avenue,
Cnr Rustenburg Road
Melville
Johannesburg, 2092

Tel: 010 219 3000
Fax: 086 673 0017

EASTERN CAPE
Pickering Park Office Suites,
14-20 Pickering Street
Newton Park,
Port Elizabeth, 6045

Tel: 0861 637 734
Fax: 041 363 0144

GAUTENG SOUTH
merSETA House,
95 7th Avenue,
Cnr Rustenburg Road
Melville
Johannesburg, 2092

Tel: 010 219 3000
Fax: 086 673 0017

**GAUTENG NORTH &
NORTH WEST**
Automotive Supplier Park,
30 Helium Road
Rosslyn Ext. 2
Pretoria, 0200

Tel: 0861 637 731
Fax: 0866 700299

**FREE STATE &
NORTHERN CAPE**
46 Second Avenue
Westdene
Bloemfontein, 9300

Northern Cape Satellite Office
9b Roper Street
Kimberley, 8301

Tel: 0861 637 733
Fax: 051 447 8873

KWAZULU-NATAL
149 Essenwood,
149 Stephen Dlamini Road
Musgrave
Durban, 4001

Tel: 086 163 7736
Fax: 031 201 8732

**LIMPOPO &
MPUMALANGA**
1st Floor, No.8 Corridor Crescent
Route N4 Business Park
Ben Fleur Ext 11,
Witbank, 1040

Tel: 0861 637 735
Fax: 013 656 4629

WESTERN CAPE
Ground Floor, Simeka House,
Farm 2, Vineyards Office Estate,
99 Jip de Jager Drive,
De Bron, Durbanville,
Cape Town, 7550

Tel: 0861 637 732
Fax: 021 914 8131

CALL CENTRE
Tel: 086 163 7732
info@merseta.org.za
www.merseta.org.za



WE CARE

It's about caring
for people we
render services to



WE BELONG

It's about working
together
with colleagues



WE SERVE

It's about going
beyond the
call of duty



merSETAsocial



@merSETAsocial



www.merseta.org.za

LEADERS IN CLOSING THE SKILLS GAP

ARA initiating the spark for 2020



For a brand-new and exciting chapter

With the Automotive Remanufacturers' Association (ARA) officially launching our new and improved look, and a fresh, amalgamated association in December 2019 (as part of the RMI's New Thinking Model – NTM) we're ready and geared-up to start a brand new decade with a line-up of industry-relevant, high-stake, and high-priority projects – in benefit of industry at large.



Attie Serfontein, National Director ARA

Launching ARAs new and improved look


The RMI has effectively moved from having 13 different associations to eight stronger, more aligned businesses all falling under the RMI brand. Each of the logos has been modernised, whilst still retaining its unique essence and rich heritage. It was also the ideal time to look at new identities as many of our associations have merged.

ARAs modern new identity extends not only to ARA, but across RMI, and its (now) eight Constituent Associations. This is a milestone that not only brings the industry closer together, but also gives it a bigger footprint and a stronger voice. We are very excited about the future prospects for ARA and its position in the industry. As an amalgamated association, we now have stronger bargaining power with industry and relevant stakeholders.


Our new association represents the remanufacturing trade sector. This includes component remanufacturers involved in safety-critical components, inclusive of, but not limited to, vehicle cooling; turbocharger and braking systems; automotive engineers who machine and remanufacture engine components by way of expert engineering – ultimately rebuilding an engine to its original specifications; and specialists in the repair, servicing and remanufacturing

of diesel fuel injection systems fitted to diesel engines in earth moving equipment, highway trucks, stationary engines and passenger vehicles.

ARA promotes the responsible reuse of remanufactured engine components for a 'greener' environment (carbon footprint). Its members are dedicated to providing consumers with only the best of advice, finest service delivery, and highest quality workmanship.

The new ARA logo reflects the consolidation of three similar strong trade sector associations operating together in the remanufacturing trade sector. The universally recognised engine icon was used as the central design. It is made up of three colours that represent the three amalgamated strengths namely: automotive engineering, automotive components and diesel fuel injection. The spark, strategically placed in the centre, is a powerful symbol of a healthy engine. It symbolises igniting a remanufactured engine and refers to new beginnings. 

Meet the ARA National Executive Committee (NEC)

It pleases us to congratulate and formally introduce to you the ARA NEC, who will take the association from strength to strength. The ARA office is excited about each NEC Committee Members' individual and unique skill-set, and leadership that will set ARA apart – showcasing to industry that passion and hard work will net great results. 

ARA NEC Chairperson & FS/NC Chairperson	Mr Frank Mac Nicol
ARA NEC 1st Vice-Chairperson & KZN Chairperson	Mr Chris Le Roux
ARA NEC 2nd Vice-Chairperson & EC Chairperson	Mr Riaan Botha
ARA NEC Committee Member & PTA Chairperson	Mr Pierre Lourens
ARA NEC Committee Member & JHB Chairperson	Mr Johan Botha
ARA NEC Committee Member & WC Chairperson	Mr Dirk Du Plessis
ARA NEC Co-Opted Member & WC Committee Member	Mr Dave Stalker
ARA NEC Co-Opted Member & KZN Committee Member	Mr Marc Henwood
ARA NEC Co-Opted Member & JHB Committee Member	Mr Willie Prinsloo

Looking back on 2019

Our achievements include:

- The successful clustering of ERA, SADFIA and ACRA, and joined operations and projects – leading up to the amalgamation process, and formation of ARA.
- The association held in excess of 50-plus high-stake, high-priority Stakeholder Meetings, not to mention NEC EXEC, REC EXEC and Members Meetings in 2019.
- The newly developed qualification – Engine Management and Fuel Injection Systems Mechanic.
- The successful registration (brining into existence) of the Diesel Fuel Injection: Trade Test Centre, at Bosch SA.
- Several good-news stories went out to industry from the ARA camp, such as: Changes in vehicles' fuel systems lead to increased competition; Disability is not an obstacle to success in the motoring industry; Which will prevail – hybrid, electric or gas cars?
- The first member-owned Automotive Machinist Trade Test Centre registered in South Africa – ASTA Trade Test Centre (by GENMO

Engineering, Hendrik Cronje).


- A number of successful graduates from the Almo Engineering/MerSETA/DoL – UIF/ARA training project.
- ARA, and WERC (World Engine Remanufacturers' Council) collaboration – on a global scale, with meetings held at AutoMec in Brazil, and Automechanika – Johannesburg.
- SABS Technical representation, for better and safer vehicle operating conditions, on South African roads.
- A very successful ERA, SADFIA, ACRA, in collaboration with WERC, conference, held in September 2019.
- Appointment of TEPAs & ARAs PA: Marietjie Smith.
- Inter-associational meetings between ARA, MIWA and TEPA, which sparked the Collaboration drive for 2020, for greater cohesion between associations.
- ARA joining hands with MIWA for the MIWA HaynesPro initiative.
- Alternative energies i.e. Gas (LPG, LNG etc.) and Hydrogen applications.
- Recognition for long-serving members.
- Governing political party to be approached with industry matters. 



RMI ASSOCIATION OF THE MONTH

Collaboration with MIWA and TEPA

The necessity for associations like ARA, MIWA and TEPA to work in closer proximity with one another was recognised, especially for those whose core functions pertain to vehicle, parts, service and remanufacturing.

Our objectives will speak to associational relevance, associational growth, member integration, cost savings, clearer communications, stronger messaging to the membership and beyond. All of this will be incorporated into combined member meetings and joined projects like the digitalisation of business affairs. 



National Gas-Ready Workshops project: Randburg Diesel & Turbo, taking the lead

"Changes in the fuel systems of vehicles means that more and more competitors have entered the repair and rebuild sectors of the motor industry," says Johan Botha, ARA Regional Chairman.

Botha is also the founder and owner of Randburg Diesel & Turbo in Johannesburg. The company specialises in the repair and rebuild of diesel pumps, injectors and turbochargers as well as starter motors and alternators for all vehicles.

Having recently received the Gold award in the Motor Industry category at the 2019 ROCCI awards, Botha is in a good position to offer advice on what leads to success in the industry. "Honesty and integrity. I also believe in being actively involved in the industry, not only for your own benefit, but also for the benefit of the industry as a whole. Staying up-to-date and being part of the changes and finding solutions for the challenges in the industry is key. Randburg Diesel & Turbo strives for the best but can only do so by remaining humble. Support towards the community remains a must. This can be towards charities, support groups, skills development and training. To receive, you must be able and willing to give," he says.




Johan Botha, owner of Randburg Diesel & Turbo, receives ROCCI Award

Botha says the biggest challenges the industry will face in the next few years will relate to competitiveness, pricing, parts availability and skilled staff. "These are current factors that will remain challenges in the industry. Aftermarket parts are hurting the repair programme and product quality is a concern. Another challenge will be changes towards electrical vehicles and dual fuel powered vehicles i.e. diesel and gas powered."

Gas conversions is a technology ARA has sourced information on and pursued over time (given the critical importance to stay current in new technologies). We're of the belief that gas will be the energy in demand until Electric and Hybrid Vehicle technology becomes viable options, financially.

LPG runs cleaner in terms of carbon-emissions, making it a much greener option, is about half the price of petroleum, and there are more LPG and CNG deposits than oil deposits

to be mined. While CNG is an option it is a little more expensive than LPG and it lowers the performance of vehicles by up to 15%. Hydrogen, a carbon neutral fuel, is also becoming a hot topic and being widely researched as a source of alternative energy; it's currently priced more or less on par with petroleum.

Our current skilled workforce—qualified artisans and tradesmen trained as diesel and petrol mechanics, diesel fuel injection technicians, automotive engineers, automotive electricians and others – will be able to perform such a conversion after completing a quick training course. The foundational skill-set is in place but they need just a little bit more knowledge. The Gas-Ready Workshops project that the ARA is overseeing will prepare our members for this technology. 



Background and future prospects of WERC


The World Engine Remanufacturers' Council (WERC) was initially formed in London during 2007, but lost momentum over the years until the various country bodies re-established contact at Automechanika Frankfurt motoring exhibition on 13 September, where representatives within the remanufactures trade sector across the world revived it; our ARA NEC Chairperson was nominated and seconded as the Council's President elect.

It was agreed that a global body was needed to stimulate cooperation and knowledge-sharing between WERC associations. It was resolved that a global body would have more clout when dealing with some of the larger issues facing the industry and would allow us to interact directly and on a level footing with other global organisations. The intention was to strengthen ties and address issues faced by members around the world. It was noted that global issues could easily be resolved on an information-swap basis.

The purpose of WERC is to create a world alliance of independent engine

rebuilders in search of excellence in their work, better profitability and greater awareness of the new trends that disruptive technology is bringing into the engine rebuilding business.

The re-establishment of WERC is significant as it allows our industry to share global best practices and give the Engine Remanufacturer Trade Sector a unified voice in trade and industry matters. As a world organisation, by taking hands and sharing ideas and information, approaching world governments, stakeholders and suppliers, WERC will be able to resolve mutual concerns faced by multiple countries. WERC will, in all practicality, be an extended benefit to the engine rebuilding world community globally.

Since the re-establishment of WERC, global memberships have increased, collaboration between countries has brought answers and solutions to industry matters, numerous meetings with global entities with the likes of Messe Frankfurt (Automechanika) have been held in Brazil, Russia, Amsterdam, South Africa and America, and will soon meet again in Germany. 



Maintenance is crucial

As motorists keep their cars for more than 10 years

Economic reasons and newer models becoming more reliable are amongst the reasons why South African motorists are keeping their cars for longer. This is according to research recently published by the Automobile Association. "There's no doubt that vehicle owners are keeping their cars for longer which means that maintenance of vehicles is more crucial than ever," says Dewald Ranft, Chairman of the Motor Industry Workshop Association (MIWA), a proud association of the Retail Motor Industry Organisation (RMI).

The research revealed that 40% of respondents say they now keep their cars for between five and 10 years, with just under 35% saying they are keeping their vehicles for longer than 10 years. "These results point to the increased need for better maintenance of vehicles, and for proper insurance," reports the AA.

"Regular maintenance is key to extending the life of your car, and will help you pick up smaller repairs early enough to prevent more serious faults occurring further down the line," says Ranft.

He advises motorists to keep a close eye on the car's manual and schedule maintenance accordingly. "Even better, set a recurring reminder on your phone to alert you to get your vehicle checked annually. Keeping up with your car's recommended maintenance schedule can help avoid costly problems with your cooling system, drivetrain, suspension and other components."

Motorists should also ensure their car is serviced by a reputable workshop that only uses quality oil, fluids and parts. "While it might sound like an attractive option to service your car as cheaply as

possible, the financial implications in the long run will outweigh the apparent short-term benefit. It's never wise to scrimp on your car's maintenance costs."

In addition to regular maintenance there are a number of other things motorists can do to extend a car's life. Motorists should regularly check the level of fluids in their vehicles, such as the antifreeze, oil, transmission fluid, power steering fluid, and brake fluid. "It's also important to change the oil regularly as this will improve your mileage and protect your engine. To find the recommended mileage between oil changes check your vehicle's service manual, and if still unsure consult with an accredited MIWA workshop. It's important to change the oil filter as well – there is no sense in putting clean oil through a dirty filter," says Ranft.

He also advises motorists to monitor the thickness of their vehicle's brake pads to prevent the pads from wearing down to metal. This will cause damage to the brake disks and possibly the calipers as well. It's worth noting that disks and calipers are far more expensive to replace than pads.

Another tip to make the brakes last longer, is to use the hand brake where possible,

he says. "Even if you are driving a car with an automatic transmission, use your hand brake regularly, especially if you're parked on an incline. It helps keep the brakes adjusted in the rear of the car and makes them last longer."

But most of all, don't ignore small problems. Pay close attention to a vehicle's noises and also to its warning lights and even cosmetic things, like a piece of rubber trim that's loose, he says. "Ignoring a problem only allows it to get worse, and parts for aging vehicles are often difficult to locate.

"If buying a new car isn't a priority then ensuring your current vehicle is properly maintained should be. Regular maintenance is key to extending the life of your car, and will result in a better resale price when that time comes. It is also a cost saver as regular servicing will help you pick up smaller repairs early enough to prevent more serious and costly faults occurring further down the line. Most importantly it ensures that your car is roadworthy. Roadworthiness and road safety need to be priorities for all South Africans as we aim to reduce deaths on our roads," concludes Ranft.

To find a MIWA-accredited workshop near you download the RMI Connect app.



RMI Connect

The RMI Connect mobile app is now available on Play and Apple stores for you to enjoy. Find an RMI accredited member now in your immediate vicinity. Search for any type of motor-related business and find the best member to assist you in your need.

Members now have access to all compliance documentation and value-added services that RMI has for their accredited members.

RMI share all their events with members and consumers. All the detail is available, enabling you to join us at the events.

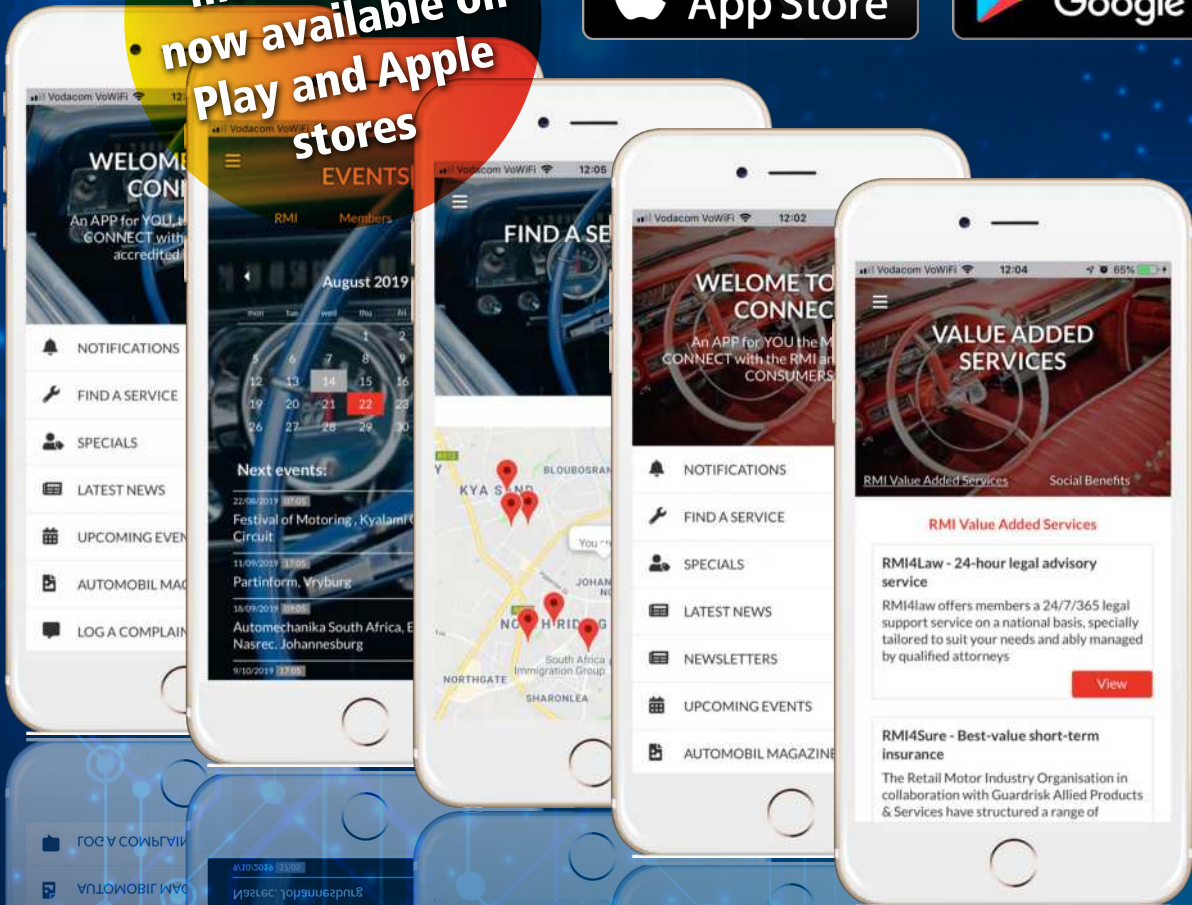
RMI members can order their stationery now from their app and in their region, and contact us for any enquiry when they have an issue from the Enquiries section on the app.

RMI provide consumers with the latest RMI news and the *Automobil* magazine on the RMI Connect App. Send us any complaint about our members so that we can ensure they are compliant.

Download RMI Connect from you app store. Available for iOS and Android.



RMI Connect mobile app is now available on Play and Apple stores



Please ensure that you are using the most up-to-date operating system on your device.

The impact of AI on jobs in the retail motor sector

The fourth industrial revolution (4IR) is gaining traction in all sectors. Artificial Intelligence (AI), robotics and automation are being applied to create ingenious innovations – advancements aimed at making life easier, improving productivity and speeding up the evolution of industries.

McKinsey Digital reports that most aspects of car manufacturing will transform with AI enabling autonomous vehicles to become mainstream. The transformation is expected to play out within the next two decades. AI technologies are already able to automate at least 30% of activities in about 60% of occupations in the USA and Germany.

According to the report, key areas where AI would revolutionise the car manufacturing process include minimising production line failure; ensuring more productive employees with supported robotic collaboration; creating AI quality control that could be 90% more accurate; ensuring more timely measurement of research and development progress; and adding business support functions like an IT service desk that can be automated to about 90%.

But will these innovations have a negative impact on job security in the car manufacturing and retail industry? The answer probably lies with the champions of these industries – how they embrace the digital potential of the evolving sector, without abandoning their workforce. The retail motor environment will need to keep abreast of this fast-moving transformation. Especially around customer care and after-sales service, with appropriate support and car maintenance, against the backdrop of AI, robotics and automation interventions.

“A priority of the RMI is readying its members for the changes through awareness, education, and skills development,”

says Jakkie Olivier, CEO of the Retail Motor Industry Organisation (RMI)

However, the retail motor sectors around the world, and in South Africa, cannot rely on educational or training sectors to provide technicians with the necessary futuristic skills. According to The World Economic Forum 65% of pupils presently entering primary school, will end up in a job that does not even exist yet.


To remain relevant, skills development programmes need to be stepped up. “The current workforce would need to become a new generation of coders and software engineers,” says Mark Dommissie, Chairman of the National Automobile Dealers’ Association (NADA).

He recognises the inevitable transformation of internal combustion engines, making way for alternative power sources, “Today’s vehicles aren’t stand-alone entities but rather part of a network of navigation and shared information. We are moving to vehicles that will soon be interconnected, electronically controlled and fuelled by a variety of energy sources.”

This amplifies the need to evolve job requirements of motor technicians. It also provides some foreshadowing on how the retail landscape should prepare for the onset of increasing AI presence, including robotics and automation. In a white paper on Leadership in the 4IR, Dr David Molapo and Linda Khumalo consider careers in the digital technology industry. They categorise opportunities in the digital technology sector along people, product, process and financial aspects.

Motor technicians fit into the process aspect. The white paper rates this area as very technical. “Individuals wanting to work in the process departments must study Digital Technology at technical universities”, states the white paper. However, it points out, ‘there are very few tertiary institutes who specialise in Digital Technology as this is a new industrial sector and universities are starting to establish these departments’.

With academic institutions needing six months to two years for the development of a Bachelor’s degree course, the white paper suggests that industries will need to find training partners and encourage self-training by innovators in the areas of nanotechnology, AI and robotics. “The traditional academic institutions still follow the traditional research methodologies and the new Internet world is moving too fast,” it states. Subsequently few academic institutions have the capability to respond fast enough.

“It is crucial for the motor retail industry to adapt within this changing factory and workshop environment. Even though fuel-powered cars will be operating in South Africa for many years to come,” says Olivier. “While training and educational institutions catch up to the needs dictated by the 4IR, the RMI is committed to invest in an upskill drive. This will ensure that members remain relevant in order to meet their customers’ needs and safeguard business sustainability.” 

USED MOTOR LUBRICATING OIL IS EXTREMELY HAZARDOUS TO THE ENVIRONMENT.



Recycle your used oil responsibly, by storing it in a safe storage container, and by requesting a ROSE licensed used oil collector to remove it for processing.

**Contact The ROSE Foundation for more information and assistance.
Tel. +27 21 448 7492 | WWW.ROSEFOUNDATION.ORG.ZA**



ZF highlights progression toward automated driving

Automated and autonomous driving are important technologies in helping make the traffic of the future safer, more efficient and more comfortable. Depending on the application, the market demands different solutions. For the time being, intelligent assistance functions, so-called Level 2+ systems, have the greatest potential for passenger cars.



Wolf-Henning Scheider, ZF CEO

In contrast, fully automated systems of level 4 and higher will likely become established in commercial vehicles and urban passenger transport. This is proven by new orders which ZF has received from car and commercial vehicle manufacturers.

ZF is an attractive partner when it comes to the realisation of automated and autonomous driving in a wide range of applications. ZF CEO Wolf-Henning Scheider explained why at the 2020 CES: "ZF already offers complete systems at different price and performance levels and is active in all relevant fields of application with passenger cars, commercial vehicles, and industrial technology."

First major order for ZF coASSIST

ZF received a major order from a renowned Asian car manufacturer to supply the coASSIST Level 2+ entry-level system for passenger cars from the end of 2020. ZF's scope of supply includes system and software development, as well as sensor technology and central electronic control unit. By combining an advanced sensor suite including cameras and radars with a central control unit, functions such as adaptive cruise control, traffic sign recognition, lane change assist, lane keeping assist and traffic jam support are enabled.

"For passenger cars, we see the greatest potential in Level 2+ concepts for implementing automated driving functions and making them accessible to all drivers," explained Scheider.

Here, assistance functions are combined an additional control unit to form a holistic, powerful and intelligent driver assistance system. The increased range of networked functions results in greater safety and comfort for the driver than with isolated driver assistance systems. Chief among the current challenges to higher levels of automation in passenger cars are the high system costs and the as yet unclarified regulatory guidance. ZF coASSIST will be available for well under \$1,000. In addition to coASSIST, ZF offers other, more powerful Level 2+ systems: ZF coDRIVE and ZF coPILOT.

Fully automated transport vehicles

"In the case of commercial vehicles, we are already seeing strong demand for systems that make fully automated driving to Level 4 and higher possible," says Scheider.

While the use of fully automated passenger cars in public transport still depends on regulations, commercial vehicles can already operate in highly automated modes within closed areas or defined lanes. In addition, driverless transport at depots or in urban passenger transport offers savings potential that leads to a rapid amortization of system costs.


Based on the ZF ProAI supercomputer, ZF is currently developing the Electronic Control Unit (ECU) for a Level 4 system for an international commercial vehicle manufacturer. The market launch is scheduled for 2024/25.

ZF becomes a provider of software solutions

ZF is also setting the course for

faster and more comprehensive software development: Together with Microsoft, ZF plans to adapt the speed and quality of its processes, methods, and solutions in software engineering to the level of major IT companies.

"The mobility industry continues to undergo major changes. This

is why ZF, too, must continue to change, develop and drive transformation: We have to be able to convince our customers with innovations that offer them – and ultimately the end consumers – added value. And in the future, this will increasingly include software products and services," said Scheider. 

Castrol's liquid engineering drives down total cost of ownership

With the advances of technology in modern diesel engines and ever-tightening emission legislation, the role of engine oil has become extremely important. On top of that, for the owners and operators of all commercial vehicles, efficiency and reliability equal time and money.



"Keeping trucks productive means keeping them on the road longer between essential maintenance, using fuel more efficiently and extending the life of engines. Castrol's complete fluid solution of advanced engine oils, transmission fluids, antifreezes and greases make it easier for operators to select the right product for the right application and helps achieve the best possible performance from vehicles," says Shane Solomon, Castrol South Africa, Head of Marketing, Africa.

The Castrol product range for commercial vehicle engines includes lubricants designed to:


- Help improve the fuel efficiency of trucks
- Help maintain engine cleanliness
- Provide excellent wear protection
- Extend the life of the engine

Fierce competition in the trucking industry coupled with commercial vehicle operators facing a multitude of challenges including congested roads and escalating operating costs, mean businesses need to operate at ultimate efficiency. Castrol is fully committed to assisting its trucking customers maximise profit.

"We are able to offer the right specialty products to make sure that a commercial vehicle will keep working effectively. Whether it's an oil, grease, coolant or a hydraulic fluid, Castrol certainly has the

right solution. We are passionate about delivering complete fluid solutions to trucks, tractors and other commercial vehicles through innovation and deep consumer insights, backed with expertise in automotive lubrication technology," concludes Solomon.

Castrol lives and breathes its Liquid Engineering promise. To bring to market the latest in cutting-edge technology and develop the optimum product range to date, Castrol has run over seven million on-road kilometres. This is equal to driving to the moon and back nine times.

The rigorous test regime required more than 290,000 man-hours and equalled 600 engine tests. The analysis covered 97% of all OEM engine lubricant requirements and volumes equated to filling more than 400 trucks. 

Taxi industry urged to “go green”

The taxi industry in South Africa continues to grow despite a tough economy and is now worth approximately R50 billion a year, with 69% of SA's households using minibus taxis. These taxis are estimated to be responsible for 15 million daily commuter trips. Taxi vehicle maintenance generates millions of litres of used oil, much of which is disposed of illegally.



The ROSE Foundation (Recycling Oil Saves the Environment), a non-profit organisation funded by the major lubricants producers in South Africa to drive the environmentally responsible collection and recycling of used motor oil, says that the taxi industry is a significant user of lubricating oil. Most importantly, ROSE is concerned about the volumes of used oil that the industry could literally be pouring down the drain, instead of recycling responsibly.

“Taxis drive tremendous distances – 19 billion collective kilometres a year according to Transactional Capital – and need to change their oil regularly, often on the move in taxi ranks or in back yards.


This translates into hundreds of thousands of litres of used lubricating oil which is potentially not being recycled, but rather thrown onto the ground or into the gutter,” says ROSE CEO Bubele Nyiba.

The taxi industry is immense – having started in South Africa in the late 1970s to meet the demand of commuters for a more efficient and cost-effective public transport system. Since then the industry has boomed. Figures vary as to how many taxis operate in the country, but The Department of Transport puts the number at 250,000.

What do taxi drivers do with used motor oil after an oil change? Unfortunately, it is

a known practice for taxi operators and DIY mechanics to dump used oil onto open ground, down storm water drains or to dispose of it with general refuse.

ROSE says that most people don't know that used motor oil is extremely hazardous as it contains harmful toxins and cancer-causing agents. Dumped onto the ground or into storm water drains, it can eventually seep into rivers and lakes, poisoning our drinking water.

“One litre of used oil can contaminate one million litres of water. There is a very worrying amount of oil being generated by the taxi industry that may be making its way into our environment.” says Nyiba. ROSE is urging the taxi industry to set an example to other road users and to protect the environment by recycling their used oil. We appeal to all taxi operators, drivers and mechanics to think twice before dumping used oil. Put it in a sealable container and take it to a nearby drop-off site, municipal garden refuse site, or auto workshop where it will be collected by a ROSE-registered used oil collector for transport to a refinery where the oil is recycled.” 

Taxi operators can contact the ROSE Foundation for more information on: (021) 448 7492
info@rosefoundation.org.za or visit the website www.rosefoundation.org.za

Investing in the future

Making the most of classic car restorations

The classic car market has enjoyed phenomenal success over the past decade. A new world-record was set in August 2017 when a 1950s Aston Martin DBR1 sold at auction for \$22,550,000. And with approximately 30,000 American classic cars shipped into Europe in 2018, this buoyant market needs an expert in the field. This is where Standox comes in.

In classic car restorations, and in times of economic uncertainty, people look to invest their money in something tangible. Over the past decade, investments in cars have outperformed coins, diamonds and vintage wine by some considerable margin. This trend presents an opportunity for bodyshops to perfect their classic car restoration skills and grow this particular segment of the market.

The Standox Brand Manager for Europe, Middle East and Africa (EMEA), Olaf Adamek, explains, "Classic car restoration requires a high level of both technological know-how and skilled labour, but it can be a lucrative market for bodyshops. The customer base is strong, close-knit and resilient to shifts in the economy. They are often knowledgeable about classic car restoration in general but they look to bodyshops for professional advice on the paint process. They need to feel that their prized possession is in safe hands."

It's important to pay attention to detail when determining the best path for the restoration of a classic car. Sometimes what starts out as a small rust repair turns into a full restoration project with a complete refinishing job, so having access to professional support and the right type of products is key.



Corrosion


The biggest difference between repairing paint on a classic car and on a modern car is corrosion protection. Until the 1980s, vehicle bodies were mostly built from sheet metal, which is badly affected by moisture and humidity.

"Getting a comprehensive cost for the entire restoration project is vital," says Harald Klöckner, Standox Training and Technical Service Leader for EMEA. "Once that has been made and agreed with the owner, the refinisher's number one priority should be to protect the historical vehicle effectively against corrosion. It's crucial to avoid contact between the putty and the bare metal and to counter the risk of corrosion when preparing the substrate. A thin insulation layer should always be applied between the bare metal and the putty. If not, the putty acts like a dry sponge that absorbs water and passes it on to the metal."

Standox recommends a three-stage build-up consisting of an acid primer and a VOC filler. After the appropriate pre-treatment, the bare metal should be insulated with an acid primer and a VOC filler. The VOC filler isolates sanding marks and pores and helps to even out the surface, making it the ideal foundation for the topcoat.

An eye for perfect colour-matching

Digitalisation of the colour management process has made the colour matching process for classic cars infinitely easier and more accurate.

When classic cars have very little original paint left due to heavy damage, when the car has been repainted and the original colour is long lost under layers of different paint, or if the colour code is simply not known, Standox supports the bodyshop through the entire colour-matching process and draws on its long-standing classic car restoration experience to identify the right colour. 



Tata enriches lives of youth

Tata Motors has launched an initiative to train under-privileged youth from Africa under the SkillPro programme, in an effort to enhance their employability. Judas Tlou Kobo and Lesego Faith Banda were invited to participate in the company's intensive nine-month SkillPro training in India.



Lesego Faith Banda and Judas Tlou Kobo, two of the students from South Africa who attended the Tata Motors SkillPro training in India

Attending the training programme gave Kobo and Banda the chance to build their skill set and advance their careers in the automotive industry.

"After completing my studies, I did an apprenticeship programme at Tshwane Municipality for three years," says Kobo. "Here, they train students and offer them learnerships in trade skills. I was at home for a while, and was looking for work; that is how I stumbled upon Tata Motors. It so happened that there was an opening for SkillPro students at the time, and I was the first candidate to be selected."

Banda was one of only two females from Africa to be selected to join the group of 24 trainees. "I always had an interest in cars, from a young age," she says. "I was applying for a job at the time, and Tata Motors reached out and informed me about the SkillPro programme. I

was keen to participate because I wanted to increase my knowledge. I knew that Tata manufactured cars, but I didn't know that they also manufactured trucks and buses."

The Tata Motors SkillPro programme is a unique, all-expenses paid skills development initiative, which involves both theory and practical knowledge on commercial vehicles, including different types of engines, gearboxes, axle systems, and repairing of trucks. It includes a 10-day visit to the dealer workshop, where students attend to actual problems of real customers as part of their training.

"I really enjoyed the electrical training, because I went there with some knowledge of mechanical engineering. I knew nothing about electrical engineering, so I acquired a new skill," says Kobo.

"We got a chance to train on all parts of the machinery – whether it was assembling an engine or working on a gearbox," says Banda. "Everyone got a chance to work on everything. I really enjoyed the on-the-job practical training."

Over and above the technical knowledge acquired, students are also given language classes to improve their English, as well as yoga and music classes. There is also a weekly visit to one of Tata's CSR projects in and around Jamshedpur, India.

Once home, students join the local Tata distributor network for a further three to six months of training. Based on their performance during this period, they may be offered a job. But they are not contractually bound to Tata once they complete their training, and are free to pursue their own career path.

Kobo and Banda are no strangers to adversity, and their advice to other young people eager to acquire marketable skills and enter the job market, is to keep believing and to never give up on one's dreams.

"For Tata, this programme is a step towards delivering better customer satisfaction," says Len Brand, CEO of Tata International Africa. "As our students become professionals, who have been trained on Tata's latest products and technology, so they will become better equipped to handle our local customers' needs. It is also a wonderful window to different cultures for the students. As a result, they become more receptive to different people and situations, and more global in their outlook. These students also become our biggest brand ambassadors." 



Automotive Industry Development Centre
Your partner in becoming globally competitive

WINTERVELD ENTERPRISE HUB: **AUTOMOTIVE**

Your partner in transferring automotive skills to the community

We pride ourselves in quality Workmanship.



We support local SMME's in:
**PROFESSIONAL QUALITY SPRAY PAINTING
& PANEL BEATING REPAIRS**

COME IN TODAY FOR A FREE QUOTE!



012 564 3102

OPERATING HOURS:
07h30-16h00 Mon - Fri
Email: web@aidc.co.za

Address: Cnr Molefe Makinta (M21) and Bushveld Road (M39), Winterveld

Free State graduates return from China

With matric results fresh in the minds of the 2019 matriculants the race is on to secure tertiary studies and jobs with both undertakings getting more challenging in our tough economic times. But there are always good news stories.



Vincent Pono, employee at SA Truck Bodies

Recently 34 Free State students graduated with different degrees from universities of technology in the People's Republic of China. The qualifications included, among others, degrees in engineering, economy and trade; computer science; and pharmaceutical engineering. In total, 65 Bachelor's Degrees and three Masters Degrees were conferred on international students from various countries.

Such achievements bode well for the province shortly after it celebrated being number one in the country in terms of the 2019 Grade 12 pass rate, with a record breaking 88.4% of

students passing their 2019 National Senior Certificate (NSC) examinations.

Commenting on the graduates from China, Free State Premier, Sisi Ntombela said, "This achievement by our students abroad emphasises the Free State government's passion for education and our collective desire to leave a lasting legacy that will increase the number of appropriately skilled people who will meet the province's demands."

One such skilled graduate recently joined SA Truck Bodies (SATB) in Bloemfontein. Vincent Pono from Botshabelo in the Free State matriculated in 2013. The next year

Helping learners put their best foot forward

According to a recent UNICEF report, 11.9 children live in income poverty in South Africa, which for many means new school shoes are unaffordable. These same children are expected to walk long distances to school, often over rough terrain such as gravel roads or footpaths. And those who do have shoes, often have ones that do not fit correctly – either too small or too big, with worn-out soles or broken buckles.

Recognising the importance of correctly fitted and comfortable shoes for learners, Sumitomo Rubber South Africa pledged R150,000 and appealed to the company's suppliers to assist further. As a result, a total of R280,000 was raised to equip under-privileged children in the rural areas surrounding their Ladysmith manufacturing plant with brand new school shoes for the 2020 school year. Partnering with Ntenga Footwear and Bhanas Wholesalers, the company delivered a total of 1,670 brand new school shoes to 819 female and 851 male learners from grades eight to 11 at the Bhekinthuthuko Secondary and Steadville High schools.

"Shoes are recognised as a symbol of pride in many communities and cultures. Children are often teased or miss school due to

he was off to China with a scholarship and successfully graduated with a B.Eng. in Mechanical Engineering in June last year from the Beijing Institute of Technology.

Danie Fourie, Group Marketing and Recruitment Manager SATB, a member of the Retail Motor Industry Organisation (RMI), said they were delighted to employ one of the returning graduates. Pono joined SATB in November last year and is equally excited about this opportunity. He says the four-year course was tough, especially with the language issue.

"During my undergraduate studies, most of the lectures were in Chinese. It was difficult to keep up. So I had to use YouTube and put in double the effort to understand the content."

Pono says he was impressed by the exceptional work ethics of the Chinese and adds, "One of the most important things I have learned is never to underestimate yourself."

He is now enjoying the experience at SATB where he thrives on the

importance of precision and a fast-paced working environment,

Jakkie Olivier, CEO of the RMI, says it is encouraging that the motor industry, and in particular the vehicle body building fraternity, employ engineering graduates. The South African Vehicle Body Builders' Association (SAVABA), an RMI association that represents professional vehicle body builders in South Africa, uses only the latest equipment and employs highly trained staff to ensure strict compliance with SABS standards and other legal specifications.

"As an industry we have to urgently address the relevant automotive skills shortages. The reality is that there has been no real focussed skills development and/or under-investment in human capital for job specific requirements for many years in our country. Skills have been outpaced by technology and this has resulted in a loss of business and profits. Up-skilling

and re-skilling of employees will result in increased productivity."

Louis van Huyssteen, RMI's Training Director, concurs, saying it is all about maintaining professional standards and changing perceptions so young South African learners and graduates view the motor industry as an industry with exciting career prospects. "We need to demonstrate our career pathways and fast track our own training programmes to entice graduates, TVET college graduates and secondary school learners."


"Our industry is committed to government's National Development Plan's vision for 2030," Olivier concludes. "The latest Bargaining Council statistics showed year-on-year growth in both registered employer and employee numbers for the past three years. The RMI understands that government alone cannot meet these goals. Skills development in our sector remains a strategic priority for the RMI, which is driven through our eight associations." 

the lack, or poor condition, of their shoes, especially in the cold winter months," says Riaz Haffejee, CEO of Sumitomo Dunlop. "Education is one of our key CSI pillars and we work steadfastly to improve the outcomes of the learners at these two high schools. This campaign was a part of our continued support."

"In 2019, Sumitomo Dunlop donated a fully equipped classroom to our school, providing our matric learners with an excellent environment in which to learn and prepare for their final examinations. Our learners and their families are so incredibly grateful for these shoes," said

Bhekinthuthuko Secondary School headmaster, Mr Madonsela.

Head of Steadville High, Mrs Shabalala said, "We are overwhelmed by this donation."

Sumitomo Dunlop partners with the two schools to provide tutoring to grade 11 and 12 learners in mathematics and science, stationery and other supplies, hosting career guidance days, bringing in teams of staff from across the country to share their education and career journeys and encourage our learners to stay in school and strive for success. 





Playing with numbers

How do you work that out? Useful automotive calculations

Numbers mean a lot in the motor trade and to get on in life you have to make friends not only with numbers but also calculations. Therefore, I make no apology for including a bit of mathematics in this article.

Meaningful numbers have units attached to them, such as rand or kilogram or litres/100 kilometre. The fact that the world is divided into metric and imperial zones of influence, with many overlapping areas, means that a labelled number such as 7 litres/100km is perfectly clear to some and meaningless to others unless translated into 40.35 miles/gallon or even 14.29 km/litre. By the way, litres/100km is regarded as a superior way to express fuel consumption because a rising value implies a rising consumption whereas the opposite is true when km/litre is used.

CUBIC CAPACITY

The cubic capacity (or displacement) of an engine is the theoretical amount of air that an engine can suck in during one cycle of events.

It has been used since early days as a rough-and-ready way to compare engines but has the major disadvantage that the other factors such as maximum power engine speed as well as average cylinder pressures are ignored.

The first step is to calculate the volume of the bore space above each piston at bottom dead centre using the standard formula for a cylinder.

$V = (\pi/4)B^2S$ where

V = volume in cubic centimetres

B = bore in cm (diameter of cylinder)

S = stroke in cm (length of cylinder)

$\pi/4 = 0.7854$

The total engine displacement is this value multiplied by the number of cylinders.

COMPRESSION RATIO

To calculate the compression ratio of a particular engine you have to measure the volume of each combustion chamber by using a burette filled with paraffin and a flat piece of glass or Perspex with a small hole bored in it. Seal the edges of the combustion chamber onto the Perspex with grease. In earlier days each chamber in a multi-cylinder engine would have had a slightly different volume, due to production tolerances, which means that each cylinder will have a slightly different compression ratio. Modern manufacturing techniques ensure that these differences would be very small.

You have to check the position of the pistons at top dead centre. If they are flush with the top of the cylinder block, then you are able to proceed with the calculation, but if they stop slightly below the top of the mating surface then this volume must be added to the combustion chamber volume. Measure the amount that the piston is lower than the block face carefully with a good Vernier gauge, and calculate the volume of the space, using the above formula for a cylinder.

The compression ratio is now given by: $CR = (V + v)/v$, where V = cubic capacity of one cylinder and v = combustion chamber volume. This formula can easily be remembered

as the total volume above the piston at bottom dead centre divided by the total volume above the piston at top dead centre.

GEARED SPEEDS

It's sometimes useful to know how to calculate the theoretical speeds in each gear. These will change when the tyre or wheel sizes are changed. The first step is to calculate the vehicle speed per 1,000r/min engine speed. The formula is:

$1,000r/min$ (engine speed) = $(60.K)/$
 $(G.R)$ km/h (vehicle speed) where

G = gear ratio

R = final drive ratio

K = wheel circumference in metres.

For example, if the fourth gear ratio is 0.82:1; the final drive ratio is 4.53:1; and the wheel circumference is 1.87 metres then the car speed in fourth gear at 1,000r/min is $(60 \times 1.87)/(0.82 \times 4.53) = 30.2$ km/h. This means that at 5,000r/min in fourth gear the car will be travelling at $5 \times 30.2 = 151$ km/h.

Rev counters and speedometers are not accurate, and these values are theoretical. Tyre growth and wear can change them by 3% to 5%.

The wheel circumference should be measured with the car on the ground at the correct tyre pressure. Mark the side of the tyre, and the road, at the point of contact, then roll the wheel for one complete rotation (using your mark as a guide) and measure the distance between the start and end points on the road. This will give you a very realistic value for a particular tyre on a particular car at a particular pressure.

AVERAGE PISTON SPEED

Average piston speed is easy to calculate and gives a very important indication of the level of inertial stress in an engine. A piston travels twice the length of the stroke for every revolution, hence the average piston speed for N revolutions is equal to the distance travelled per N revolutions divided by the time taken to complete N revolutions.

Thus, piston speed =

$2.S.N/60$ in m/s where

N = r/min

S = stroke in metres.

At the same revs the engine with a higher piston speed will be more highly stressed. Since the stroke length appears in the calculation it shows that a short-stroke engine tends to be less highly stressed than a long stroke engine at the same revs.

SPECIFIC POWER OUTPUT

The specific power output is given as kW/litre or BHP/litre and is the maximum output of an engine divided by the cubic capacity. This is a useful guide to the state of tune of an engine. A tractor engine develops less power for the same engine size than a racing car and therefore needs less frequent servicing. This gives us a clue to how different engines may be compared, using the kW/litre as a fussiness yardstick. This measure also tells us how much development has gone into an engine. For example, the fact that automotive diesel engines have doubled their specific output in the last 20 years is a good indication of the amount of research that has gone into diesels in that time.

SPECIFIC TORQUE OUTPUT

This is the ratio N.m/litre and is the maximum torque divided by the cubic capacity. It is even more useful as a comparison yardstick because if the value is multiplied by 4π it will give the average pressure on the pistons in kPa. This value has been rising slowly but steadily over the years so that an engine's specific torque output will be an indication of how old the design is. At present any unblown petrol engine developing less than 100N.m/l was likely designed more than 15 years ago. Turbocharged engines obviously develop more torque per litre than unblown engines and this means that they are more highly stressed. This explains why they're so easily damaged by indifferent servicing.

EFFECT OF EXTRA POWER ON MAX SPEED

This can be calculated theoretically using a formula that connects the power developed by an engine to the vehicle speed. It is

$$kW = Q.V^3$$

Here V is the maximum speed and Q is a constant for a particular car. Its value depends on the body shape, the drag co-efficient and the air density. The first two values are practically constant for a particular body shape, but the air density varies between a hot and a cold day. If we assume the total drag is the same before and after the engine modification then we can calculate the new maximum speed as follows:

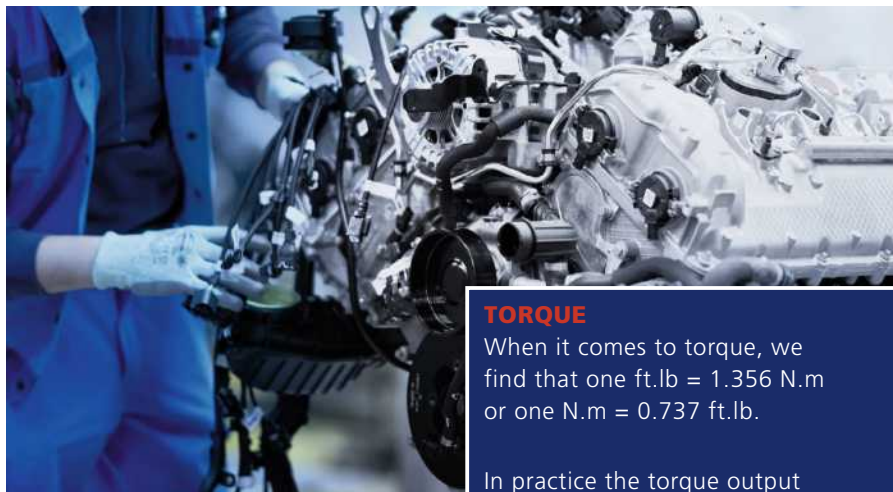
$$V_2 = V_1(W_2/W_1)^{1/3} \text{ where}$$

W1 = power output
before modification.

V1 = maximum speed
before modification.

W2 = power output
after modification.

V2 = maximum speed
after modification.



This gives us the new maximum speed in terms of the previous maximum speed and the cube root of the ratio of the power outputs.

Power

One imperial horsepower, sometimes called brake horsepower (BHP) because it's measured on a dynamometer or brake, is equal to 0.746kW. The earlier power unit used in Europe is pferdestärke (PS) in Germany and cheval vapeur (CV) in France. They're both equal to 0.736kW ie 10 watt smaller than horsepower.

Note that BHP should not be confused with the rated horsepower system used in Britain for tax purposes until 1947. In this system a car would be called an 8 HP or a 12 HP but this was a number that depended only on the bore size and the number of cylinders, and was not related to BHP. France and Germany had similar systems. A further complication is that the various standardisation bodies such as the SABS (South Africa), DIN (Germany), CUNA (Italy), SI (international), SAE (USA) and JIS (Japan) prescribe slightly different test conditions, with Europe being stricter than the rest of the world.

TORQUE

When it comes to torque, we find that one ft.lb = 1.356 N.m or one N.m = 0.737 ft.lb.

In practice the torque output of an engine is measured on a dynamometer, together with the engine speed, and the power output is then calculated from these readings. The formula linking the power and torque values at the same engine speed is:

$$kW = 2\pi TN / (60,000) \text{ where}$$

$$\pi = 3.142$$


$$T = \text{torque in N.m}$$

$$N = \text{r/min}$$

If you know the power, but want to calculate the torque, then the formula becomes:

$$T = 60,000.kW / (2\pi N)$$

FUEL CONSUMPTION

MPG to litres/100km is another popular conversion, but here we can use a magic formula has the same form for both conversions. Either number can be divided into 282.48 to get the equivalent answer. For example, 7 litre/100km divided into 282.48 is equivalent to 40.35 MPG, and 40.35 MPG divided into 282.48 is equal to 7 litres/100km. 

Jake Venter has worked as a mechanic, as an engineer in an engine assembly plant and as a lecturer, but now prefers journalism.





merSETA

MANUFACTURING, ENGINEERING
AND RELATED SERVICES SETA

What is an Apprenticeship?

The apprenticeship system is a well-known technical training system which includes practical and theoretical training. Apprenticeships are offered in designated trades, and on passing a trade test, the candidate will be recognised as an artisan.

Who is eligible for an Apprenticeship programme?

Any South African citizen, 16 years or older. There are different admission requirements for the various trades. Competence in Maths, Science and English will enhance your chances of selection.

How does one apply for the Apprenticeship programme?

- If you are unemployed, you may apply to a company that is offering an apprenticeship programme.
- If you are employed, consult with your employer as to the correct procedures to be followed so that you may pursue such training.

 [merSETAsocial](#)

 [@merSETAsocial](#)

 www.merseta.org.za



WE CARE

It's about caring
for people we
render services to



WE BELONG

It's about working
together
with colleagues



WE SERVE

It's about going
beyond the
call of duty

LEADERS IN CLOSING THE SKILLS GAP

Can bodyshops capitalise on consumer impatience?



It's widely known that consumers across the world are growing increasingly impatient as a result of constant technological innovations.



There is a clear demand for better and faster services from customers in all industries. A recent study commissioned by LivePerson revealed that 79% of management believes that consumers are more impatient than ever before and that customers will leave if they do not get what they want when they first make contact with a brand.

"In today's on-demand world, technology has created the belief that everything happens quickly," says Kevin Torfs, Brand Manager for Cromax in Europe, the Middle East and Africa. "Google research shows that 40% of customers will leave a webpage that takes longer than three seconds to load, so it's fair to say that people are more impatient than ever and that companies need to adjust their product and service offerings accordingly."

Capitalising on impatience

On the face of it, the increasing impatience of customers may seem like a negative trend, but in fact it has important implications and exciting opportunities for bodyshops.

"It might sound unconventional, but the truth is that bodyshops can profit from the impatience of their customers," says Torfs. "Today, the time-saving, material-saving and energy-saving tools and systems from Cromax drive productivity like never before and help bodyshop owners capitalise on customers' demands for swift turnaround times on vehicle repairs. The bottom line is that convenience and speed will ultimately give bodyshops a competitive edge."

Implications and opportunities

Rather than viewing customer impatience as a thorn in their side, bodyshops should evaluate their operations. By identifying where they

can improve throughput, they will be able to drive productivity whilst satisfying their customers' need for speed. "With the right Cromax product system, the possibilities to capitalise on customer impatience is endless, regardless of the size of the repair," says Torfs.

For jobs that involve minor damage to the vehicle, small area repairs can be carried out with special techniques that speed up the repair process. These repairs give bodyshops the opportunity to profit on small repair jobs while providing a quality service to their customers in a short time frame. The Ultra Productive System enables bodyshops not only to reduce waste and to optimise their workflow, but also to achieve greater cost-efficiency and increase profit margins.

"The only way to stay in the game and to increase profitability is to understand what customers want and figure out how to give that to them," says Torfs. "Yes, they set the bar higher with expectations of quick turnaround times, but ChromaConnect and our products and tools are all there to help bodyshop owners meet the demand."

Added benefits

Bodyshops have an opportunity to benefit from trends in customer behaviour. Those who do it well will have an advantage over the competition and gain a good reputation amongst their customers.

Torfs concludes, "The key is to understand the customers and to embrace their impatience as an opportunity for profitability and growth." The RMI logo, consisting of the letters "RMI" inside a blue oval.

Moving on to another job?

Don't be tempted to cash in your savings.

If you decide to change jobs and need to make a decision about your retirement fund, the safest option is to opt to stay in the Fund. This is the Default Preservation Option, which means your retirement savings will automatically remain invested as it is now, giving you peace of mind and flexibility.

REMAIN IN THE RETIREMENT FUND THAT DELIVERS

While it may be tempting to take cash out of your retirement savings when you resign, it is always better to take the long-term view. And with the Motor Industry Retirement Funds, you can have total peace of mind. Our funds have performed very well for several years and have provided significant investment returns to our members.

FLEXIBILITY

You can use the following options at a later stage, subject to retirement benefit counselling.

Transfer your money to a preservation fund
Transfer your money to your new employer's fund
Take your retirement savings in cash

To find out how you can best optimise your retirement planning, contact us on 011-561-9300 or email query@mifa.org.za



OUR FUNDS

AUTO WORKERS PROVIDENT FUND
MOTOR INDUSTRY PROVIDENT FUND
MOTOR INDUSTRY BENEFICIARY FUND
COPARTES PENSION FUND
MOTOR INDUSTRY PENSION FUND (2005)

275 Kent Avenue, Ferndale

☎ 011 561 9300

📘 @MIRFsouthafrica

🌐 www.mirf.co.za



MIRF
MOTOR INDUSTRY
RETIREMENT FUNDS

Negligence in the WORKPLACE

Justifiably, employers may expect their employees to exercise a degree of reasonable care whilst in their employ. By now, this is a settled, common law duty that every employee owes his or her employer.

Unfortunately, employees do not consistently exercise the expected degree or standard of care as required of them and such failure is caused by various reasons – attributed to several factors.

In some instances, employees, as an oversight, omit certain actions required in terms of their job descriptions or, in other circumstances, they simply do not have the ability to perform the work for which they have been appointed and despite proper training, they fail to perform or consequently rectify their mistakes.

Some employees are even wilful in their failure to comply with their duties owed to their employers and intentionally cause harm or adverse consequences to the employer as a result.

Whilst various reasons may exist, all these employees fail to exercise a reasonable standard of care.

Employers often deal with negligence in the workplace which is mostly detrimental to them. In Grogan's *Workplace Law Handbook*, negligence is defined as "the culpable failure to exercise the degree of care expected of a reasonable person." It is noteworthy that negligence in the context of labour law has the same meaning as in other areas of law.



Essentially, it must be established who 'a reasonable person' for purposes of the definition would ordinarily be within the context of a workplace. A reasonable person will be an employee who has the skills, experience and qualifications, which are necessary and required to carry out the work so employed for.

Employers are reminded of the fact that negligence is not only limited to circumstances in which employees do something (act). It will also

include situations in which employees fail to act or do nothing (omission).

In order to establish negligence, the employer will need to apply the test for negligence. This test assesses whether a reasonable employee – when in the same situation as the accused employee – would have foreseen that harm might occur or was likely to occur and they would have taken the necessary steps to avoid the harm. In order to qualify as negligence, an employee does not need to cause

actual harm to the employer – the mere possibility of harm would be sufficient to find the employee guilty of negligence.

When an employee foresees that his or her actions might result in harm to the employer and despite such probable harm, proceeds with his or her actions or omission, it will no longer be a case of negligence, but rather be wilful and deliberate conduct potentially causing damage to the employer.

In circumstances where an employee made him- or herself guilty of negligence it is imperative that the disciplining procedures are conducted in accordance with the disciplinary code.

A first transgression will normally not be a case for dismissal, except in circumstances which the employee's actions could be considered to be gross and reckless. If the employee is in a senior position, it will be suitable to follow a more rigorous approach in disciplining such an employee. The employee should have ordinarily foreseen the possible consequences of his or her actions.

In the matter between *Transnet Ltd t/a POSTNET v Owners of The MV Stela Tingas and Another*, the court described gross negligence as follows: "It follows, I think, that to qualify as gross negligence the conduct in question...must involve a departure from the standard of the reasonable person to such an extent that it may properly be categorised as extreme; it must demonstrate a complete obtuseness of mind

or, where there is no conscious risk-taking, a total failure to take care..."

In another matter, *Moema and Zanzu (2011)*, the court addressed the aspect of disciplinary action and held as follows: "Disciplinary action may be taken against employees for negligence because employees owe a duty of care to their employers and colleagues. The requirements for a dismissal based on negligence are: the employee failed to exercise the standard of care and skill that can reasonably be expected of him; the lack of care and skill manifested itself in an act or omission that did or could have caused loss to the employer; loss or potential loss to the employer resulted or could have resulted from the employee's negligent act or omission; and the negligence must be gross."

For purposes of the disciplinary process, it is imperative that a causal connection exist between the employee's act or omission and the occurrence of the damage/loss (harm) or the potential of damage/loss.


The requirements for dismissal for negligence could be summarised as follows:

- The employee failed to exercise the reasonable standard of care that was expected of someone in his position;
- The act or the omission of the employee caused damage or could have caused damage to the employer; and
- The negligence was gross in nature.

As a matter of relevance, the MIBCO Main Agreement arranges the consequent recovering of damages from an employee who has caused same by his or her negligence (or wilful conduct).

Particularly, the provisions of clause 9.3 of Section A of the prevailing Main Agreement provides that employers within the motor industry may only hold an employee liable and deduct damages from him or her once he or she has been subjected to formal disciplinary hearings and was found guilty of wilful damage and/or gross negligence which caused the damage to the employer's property or the property of a customer. In respect of damage to the vehicle of an employer, the employer may also, as an alternative, prove reckless driving; driving under the influence of alcohol or drugs, or having driven the vehicle without the permission of the employer in order to recover such damages.

Employers should cautiously deal with matters involving negligence. Dismissal for negligence would be ill-suited upon a first offence, except in circumstances which would be considered reckless and gross.

The disciplinary code should be prevalent in deciding what action should be taken and the test for negligence should be applied rigorously. 



Douw Breed is a Director at Barnard Incorporated Attorneys, Centurion.



Business rescue remedies to creditors

In the current economic climate, various businesses, to the utmost frustration of their creditors, are making use of the remedy provided for in Chapter 6 of the Companies Act 71 of 2008 (the Act) i.e. business rescue. The aforesaid frustration to creditors is caused by the statutory moratorium imposed on legal proceedings against a company in business rescue. When a company goes into business rescue, that company's creditors may not take any legal action against that company for the recovery of any outstanding debts without the written consent of the business rescue practitioner or with leave of the court. This situation leads to creditors giving up on legitimate claims against companies as many such creditors are not necessarily au fait with the business rescue process.

Creditors, however should not lose heart when a debtor company goes into business rescue. Not only can they often recover their debts, or a substantial part thereof if they take part in the process, but the Act, under certain

circumstances, provides creditors to bring a halt to the proceedings early on. The Act provides that a distressed company can, in terms of section 129 of the Act, enter the business rescue process voluntarily, alternatively

an affected person may, in terms of section 131 of the Act, apply to a court for an order placing the company in business rescue. What creditors are often unaware of, the provisions of section 130 which enables a creditor to apply to a court for an order setting aside the

resolution on the grounds that:

- there is no reasonable basis for believing that the company is financially distressed (and that the resolution is purely an abuse of process);
- there is no reasonable prospect for rescuing the company (and that the company should rather be liquidated);
- the company failed to comply with the procedural requirements set out in section 129 of the act; or
- it is just and equitable to do so.

In addition to the above remedies, a creditor may also apply to a court to set aside the appointment of the business rescue practitioner on the grounds that

- the business rescue practitioner does not comply with the requirements of section 138 of the Act. This section requires that a business rescue practitioner
 - o must be a member in good standing of a legal, accounting or business management profession accredited by the Companies and Intellectual Property Commission (the Commission);
 - o is licensed to act as such by the Commission;
 - o is not subject to an order of probation in terms of section 162 (7) of the Act for his or her delinquency as a director;
 - o would not be disqualified from acting as a director of the company in terms of


section 69 (8) of the Act;

- o does not have any relationship with the company such as would lead a third party to believe that the integrity, impartiality or objectivity of the business rescue practitioner is compromised by that relationship; and
- o is not related to a person who has such a relationship.
- s/he is not independent of the company or its management; or
- s/he does not possess the required expertise having regard to the company's circumstances.

A third remedy for a creditor is to apply to a court for an order that the business rescue practitioner must provide security in order to secure the interests of the company and any affected persons.

In the instance where an affected person applies to a court that a company be placed in business rescue, each affected person (which includes creditors of the company) may participate in the hearing of that application. This entitles a creditor to oppose an application for business rescue. In such proceedings, if a court is not satisfied that the company is financially distressed, or that it failed to pay any amount in terms of a statutory obligation or contract, in respect of employment related matters or that it is otherwise just and equitable to do so, the application can be dismissed and

the court can grant an order that the company be placed under liquidation.

Creditors of companies which enter business rescue proceedings should therefore not immediately give up on the idea of enforcing a claim against the company in business rescue, but should first obtain legal advice on the inner workings of the business rescue process and the prospects of using the remedies available to them. 



Andries Stander is a director in the litigation department at Barnard Incorporated Attorneys in Centurion.

RMI4Law members enjoy the benefit of legal advice from an attorney 24 hours a day. If you wish to join RMI4Law, call 0861 668 677. Legalex (Pty) Ltd, registration number 2003/003715/07, is an authorized Financial Services Provider (FSP 5277) and underwritten by Guardrisk Insurance Company Limited (FSP 26/10/75)



HURRICANE *equipment*



GP100 7m Spray Booth
Manufacturer Approved
Including Installation

R232 500.00 excl.



GS100 7m Spray Booth

R180 500.00 excl.

Including Installation

Stock Available!

See www.hurricaneauto.co.za for our full range of products

YS300B Prepdeck Single

R149 000.00 excl.

Including Installation



**YS100B Hurricane
Prepdeck Single**

Including Installation

R128 000.00 excl.



Centurion Branch

Stuart Mackie : 072 454 2523

Tel : 010 597 7843

stuart@hurricaneauto.co.za

HURRICANE
equipment

Polokwane Branch

Deon Joubert : 083 628 2288

Tel : 015 004 0190

deon@hurricaneauto.co.za

HURRICANE *equipment*

Hurricane W1000 Chassis Bench

**TOYOTA
APPROVED**
GM Approved
accepted for
Volkswagen
and Audi



Includes Amarok - Bakkie
Clamps

R130,000.00 excl.

See www.hurricaneauto.co.za for our full range of products

Autorobot® EzCalipre

Electronic 3D Measuring System

"For accurate measuring of under & upper body"

- True Calibration to Vehicle, with full measuring reports
- Can be used on any bench, lift or on a concrete floor.
- Vehicle damage reports before and after the repair.
- Autorobot upper and under body datasheets on CD.
- Wireless connection between measuring device and computer.
- Saves Length, width and height measurements.
- One Year Free data update by CD.
- Training Videos on Laptop.
- Package Includes:
 - Wireless tram, all adaptors and extentions
 - Mobile cabinet or carry case
 - Laptop and printer, wifi router and datasheets
- Setup and use within 20mins of delivery!!
- Manufacturer Approved

Autorobot
FINLAND OY



R112,000.00 excl.

Centurion Branch

Stuart Mackie : 072 454 2523

Tel : 010 597 7843

stuart@hurricaneauto.co.za

HURRICANE
equipment

Polokwane Branch

Deon Joubert : 083 628 2288

Tel : 015 004 0190

deon@hurricaneauto.co.za

Nissan's twin-motor all-wheel-control tech is a force to be reckoned with

Nissan is elevating the performance capability of electric vehicles with its new twin-motor all-wheel-control technology called e-4ORCE. The technology provides instant torque to all four wheels to deliver balanced, predictable power and handling on par with many premium sports cars.




The 'e' represents Nissan's technologies enabled by a 100% electric motor drive system. 4ORCE, pronounced force, evokes physical power and energy with '4' standing for the all-wheel control driving capability.

"The e-4ORCE twin-motor all-wheel control technology offers precise handling and stability, which gives drivers greater confidence and even more excitement than ever before," said Takao Asami, Nissan's Senior Vice-President of Research and Advanced Engineering. "This technology enables excellent cornering performance and traction on slippery surfaces and a comfortable ride for all passengers."

The technology was born from lessons learned in the development of the Nissan GT-R's ATTESA E-TS torque split system and the Nissan Patrol's intelligent 4X4 system.



Engineers developed the e-4ORCE technology to specifically manage electric vehicle power output and braking performance to be smooth and stable. Unparalleled ride comfort is the result of the e-4ORCE technology's ability to minimise vehicle pitch and dive. This is accomplished by employing regenerative braking from both front and rear motors, making city stop-and-go traffic less jostling.

Similarly, on rough, bumpy roads and when accelerating, motor control is optimised to maintain ride comfort by minimising irregular movement. e-4ORCE increases driver confidence by faithfully tracing the driver's intended line thanks to ultra-high-precision motor and brake control. With the confidence to handle such a variety of road surfaces, even for novice drivers on slippery surfaces, driving becomes more enjoyable. 

A photograph of two Black men in a workshop setting. The man on the left is sitting, wearing a blue and black short-sleeved shirt and black trousers. The man on the right is standing, wearing an orange and navy blue short-sleeved shirt and navy blue trousers, with his arm resting on the shoulder of the seated man. The background is filled with industrial equipment, including chains and metal structures.

HARD WORK, NO LIMITS.

www.javlin.co.za

findadistributor@javlin.co.za

JAVLIN[®]
WORKWEAR

How to attract the next generation of talent to the bodyshop

The refinish industry's skills shortage is a problem plaguing European bodyshop owners, with regional research indicating that many are fearful it will become a full-blown crisis. Jim Muse, Axalta's Vice President of Refinish for Europe, Middle East and Africa, says to overcome a skills crisis the industry must position the profession as a career for the digitally savvy and environmentally aware.



The refinish industry is under strain from a shortage in skilled labour. Lack of interest from younger generations and an ageing labour force are widely thought to be the main culprits, and while stopping time or halting the aging process are impossible, there is a solution.

"To reverse the dwindling interest in the profession amongst young people we have to give the image of the refinisher's job a much-needed makeover," says Muse. "Innovations in technology mean the profession today is as digital as it is manual, and it is increasingly environmentally aware."

Going digital

For many years, refinish work was a static affair, particularly when colour-matching was done with microfiche and then with traditional colour chips. Thanks to rapid developments in technology, the process is now swiftly and accurately carried out in modern bodyshops with advanced digital systems supported by digital colour-matching tools, giving refinishers complete mobility in the bodyshop. In a cloud-based, fully digital colour-management system, refinishers can access features like spectrophotometer

readings, job sheets and colour formulas wirelessly, from any internet-enabled device, such as a smartphone or a tablet, anywhere in the bodyshop.

"Gone are the days of being tied to a PC, having to find colour matches by hand to create spray out cards," Muse continues. "Innovation in technology means that the car paint repair process is becoming faster, easier and more profitable. The digital tools in today's bodyshop make sense to the younger generation of tech-savvy jobseekers."


Connect with Gen Z

Bodyshop owners typically want to attract the so-called Generation Z – those born between 1995 and 2014, the oldest of whom are now entering the workforce. This is a sizeable cohort, which by 2020 is predicted to comprise nearly a quarter of the world's workforce. A recent survey of more than 12,000 Gen Zers across 17 different countries revealed that 80% aspire to work with cutting-edge technology and 91% state that technology would influence job choice.

"The key to reversing the skills shortage is to demonstrate to Gen Z that our industry is an attractive alternative to other professions. Gen Zers are true digital natives with a stronger environmental mindset than any of their predecessors. They have grown up in a digital world and to them, technology is second nature. In order to hit the right note with this pool of jobseekers, bodyshop owners need to incorporate messages of digitisation and environmental sustainability in their job fair displays and in communication with counsellors at trade schools, for example," says Muse.

What the future holds

Businesses of all sizes and across all industries are realising that sustainability and green thinking must be part of their agenda. "We know many bodyshops have their own sustainability goals. They choose product application systems that reduce their impact on the environment, including usage of low energy products that can aid in reducing their carbon footprint. Now, bodyshops have to go one step further and ensure this green thinking, coupled with their digital credentials are on display for the next generation," Muse says.

The refinish industry has work to do to ensure that today's skills shortage doesn't become tomorrow's skills crisis. Bodyshop owners must reverse the tide and draw in new talent by emphasising the right points of the profession to young jobseekers. But as Muse concludes, once hired, the work continues. "Retention ultimately becomes the goal because a strong sense of job satisfaction is a universal requirement for employee retention at any age." 



Thermal management products
for all types of drives.

BEHR®

No matter whether it's humming or buzzing under the hood.

Thermal management is becoming more and more important - and that with all drive technologies. We offer workshops all thermal management spare parts plus workshop equipment and diagnostics for cars and commercial vehicles, vans, construction and agricultural machinery. With more than 9,000 quality articles, MAHLE Aftermarket completely covers the areas of air conditioning and engine cooling. With MAHLE, your workshop delivers 100% performance, today and tomorrow.

mahle-aftermarket.com

MAHLE



LESS BOUNCE TO THE OUNCE

Shock absorbers in the spotlight

A long time ago some American engineer decided to call these components “shock absorbers” with the result that millions of Americans as well as South Africans are under the impression that they absorb the shock that occurs when traveling on uneven surfaces.

Written by Jake Venter

In Britain they’re called dampers because that’s what they actually do. The movement of the springs absorbs the shock by converting some of the impact energy into kinetic energy while the dampers provide a variable resistance to the movement in order to curb a spring’s over-enthusiastic response to a sudden jolt.

The best way to appreciate what the dampers do is to remove them and drive the car without them. This is not possible when the front suspension is by means of McPherson struts but we used to do it in my apprentice days, just for fun, when the dampers were separate fittings. Without

the dampers a car would bounce around and even dance sideways on a slightly rough road in a very entertaining manner.

The car’s body movement is also, to a small extent, curbed by inertia of its mass. Truck drivers know that their ride is most comfortable when carrying a heavy load and it is amusing to realise that when Important Persons bounce in their seats in the rear of a long limousine the chauffeur experiences a more comfortable ride.

A damper curbs movement by displacing a small volume of oil against a resistance. It is actually an oil pump whose delivery is

restricted by one or more small orifices to increase the pumping effort. The size and arrangement of these orifices determine the damper’s characteristics (ie the amount of damping the unit will be able to provide for any set of circumstances). Setting-up the dampers for any vehicle is therefore a bit of a black art. It is always a compromise because any setting is only correct for a particular bump taken at a particular speed with the car carrying a particular load.

Most modern dampers are designed so that the amount of damping is determined by the speed of the suspension movement. In this way the

units are able to reduce the three types of suspension movement, which are:

- The up-and-down movement – the rate of bounce.
- The sideways movement – the rate of roll or sway.
- The brake dive and acceleration squat.

Dampers usually work in both directions. The primary compression cycle controls the unsprung mass, which are the wheels and axles, while the secondary extension cycle controls the far heavier sprung mass (ie everything above the springs). The damper should therefore have more resistance to movement during the extension cycle than during the compression cycle.

CONSTRUCTION

Most modern dampers are usually twin-tube units with an inner and outer tube. The inner tube is the working tube and it contains a piston attached to a rod that runs through a guide and a seal at one end to keep the dirt out. The unit is attached to the car's suspension in such a way that up-and-down wheel movement is transferred to the piston via the rod. There are spring-loaded valves on the underside as well as the topside of the piston and also at the bottom of the working tube. The outer tube is used to store excess hydraulic fluid.

OPERATION

When a vehicle encounters a bump the damper initially moves upwards and this results in the piston moving downwards in its bore. This compresses the fluid underneath and starts the damper's compression cycle. Some fluid will flow through the valves on both sides of the piston to the space above while some will flow through the valves in the base of the tube into the reserve storage tube.

The spring pressure on the piston valves and the cylinder base valves are chosen so that at lower piston speeds the valves open progressively to restrict the oil flow in such a way that the required damping



characteristics are achieved. At higher piston speeds the valves are fully open so that the damping is controlled by the size and shape of restricting orifices in the path of the moving fluid. A similar action occurs when the damper movement changes direction at the start of the suspension extension cycle.

GAS-CHARGED DAMPERS

The rapid fluid movement that occurs when a car travels on a very bumpy road tends to cause foaming inside the outer storage tube. This will reduce a damper's effectiveness temporarily because foam is not compressible. This aeration can be curbed by pumping nitrogen into the storage tubes during manufacture. The extra pressure, which could be as high as 10 bar, tends to increase the effective spring rate slightly.

MONO-TUBE DAMPERS


Piston type dampers have progressed from mono-tube in the early days to the twin-tube at present, but the earlier type has been revived in a form that has a working piston and a dividing piston in a single tube. All the action is controlled by valves in the working piston while the dividing piston floats below the working piston. Its job is to separate the working fluid above it from the nitrogen gas below that is necessary to pressurize the working fluid. These dampers have the important



advantage that they can be mounted at any angle, even upside down. They also tend to run cooler than twin-tube units because the single working tube is more exposed to the air. These dampers can be rendered ineffective by a single dent.

MODERN DAMPERS

Some modern dampers employ position-sensitive damping by means of tapered grooves in the oil passages. These will modify the damping according to where the wheels are in their up-and-down travel. By this means the damping will automatically occur in two modes:

- When the wheels only move up to about the midpoint of their travel the damping is mild and the ride will tend to be more comfortable.
- When the car is driven vigorously the wheels may frequently get close to the suspension bump stops. The damping will be more severe, which is the correct setting the situation. 



Goodyear to purchase dynamic driving simulator

The Goodyear Tyre & Rubber Company will enhance its product development capabilities with the purchase of new VI-grade driving simulators, including a dynamic model, a first for tyre manufacturers.

Goodyear has selected a COMPACT Simulator recently delivered to the company's innovation centre in Luxembourg, Germany, and a Dynamic Driving Simulator DiM250 (Driver-in-Motion) that will be installed in Akron, Ohio, in the coming months.

"This level of simulation sophistication will allow Goodyear to drive breakthroughs in future tyre creation,

leading to an enhanced customer and driver experience," said Chris Helsel, Goodyear's Senior Vice-President and Chief Technology Officer. "I'm proud to say that Goodyear is leading the industry with VI-grade and our simulation solutions, and we look forward to sharing that benefit with our customers."

The automotive industry trend toward a virtual development cycle provides an opportunity for tyre development and this new simulation avenue will allow Goodyear to work more collaboratively with automobile manufacturers on original equipment fitments.

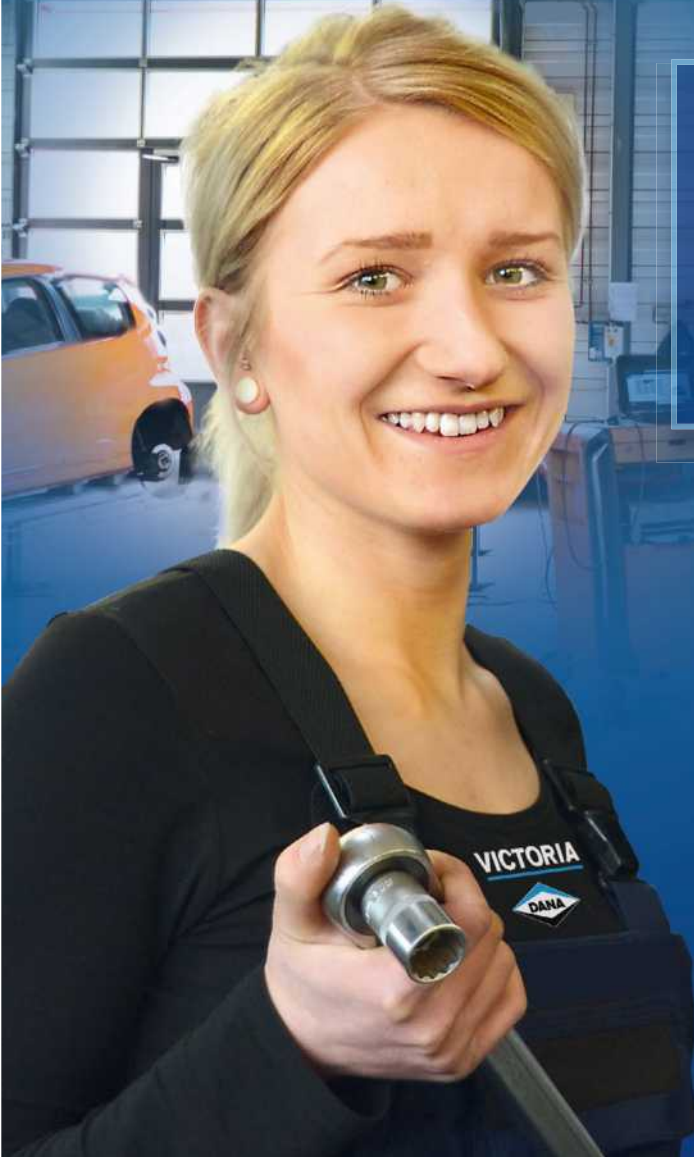
The driving simulators will be used for virtual development and tuning of dynamic performances of tyres, aided by the ability to simulate a range of driving conditions.

"We are delighted to report on the adoption of our driving simulators at Goodyear," said Guido Bairati, VP Global Sales and Marketing, VI-grade. "Goodyear's vision to purchase and work with us on a dedicated training programme to ensure efficiency in operation of these simulators will give it a distinct competitive advantage." 

We Know How!

Proper Replacement of Valve Cover Gaskets

Watch Victoria's Practical Tips at www.victorreinz.com/victoria



Just seal it!
Visit www.victorreinz.com for Sealing Technologies
Victor Reinz Technologies



Agent in South Africa
Intrade Motor Parts
T: 011-432-2667
F: 011-432-3005
E: intrade@iafrica.com

www.victorreinz.com

VICTOR REINZ®



VW honours 2019's best trainee

Volkswagen Group South Africa (VWSA) employee Sakhile Mthombeni has been named as one of the top young talents across the Volkswagen Group worldwide.



From the left: Bernd Osterloh, President of the Global Group Works Council; VWSA Best Apprentice Sakhile Mthombeni; Dr Herbert Diess, Chairman of the Board of Management for the Volkswagen Group; Jan Holeyko, Best Apprentice from Audi AG Neckarsulm in Germany; and Gunnar Kilian, Board Member for Human Resources in the Volkswagen Group

Mthombeni joined 11 young women and 37 young men from 20 countries who were honoured for their outstanding performance in their vocations within the group, during the 2019 Best Trainee Award ceremony in Wolfsburg, Germany.

The certificates for the 2019 ceremony were presented by the Chairman of the Volkswagen Group's Board of

Management, Dr Herbert Diess, along with Gunnar Kilian, Board Member for Human Resources in the Volkswagen Group, and the President of the Global Group Works Council, Bernd Osterloh.

At the awards ceremony, Diess congratulated the 49 apprentices on being selected from more than 19,000 apprentices across the Group. "This is a great achievement," said Diess. "You have completed your apprenticeship

at a time when the industry is changing drastically. I would like each of you to play an active role in shaping this transformation."

Mthombeni, 30, works at VWSA's National Sales Organisation (NSO) in Johannesburg as a Product Pricing Analyst in the Product Marketing department.

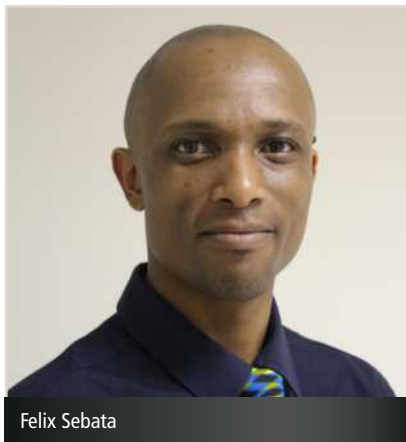
"I am truly grateful for this accolade," she said. "It shows that hard work does pay off and that this is the beginning of greater things to come. I am now even more appreciative of the Volkswagen family and its core values and spirit after visiting Germany and receiving the award."

"We are very proud to have one of our young talents recognised by the group for her achievements," said Thomas Schaefer, Volkswagen Group South Africa Chairman and Managing Director. "As VWSA we pride ourselves on attracting and developing dedicated employees who live the value of excellence, and this accolade proves that our talent is excellent on a global level."

"VWSA remains committed to investing in training programmes, such as our Graduate Trainees, which bring new talent to the organisation and offers opportunities to deserving young graduates," concluded Schaefer. 

Staff changes at Ford

Ford Motor Company South Africa (FMCSA) appointed Felix Sebata as Product Communications Specialist for South Africa on 1 November 2019.




Felix Sebata

In his role, Sebata will lead all product-related communication functions, including media relations. He takes over from Minesh Bhagaloo, who was promoted to General Manager Communications earlier this year.

"We welcome Felix into his new role heading up Product Communications for Ford South Africa," says Bhagaloo. "His dedication and enthusiasm for the brand has been evident throughout his time with Ford, and will be a great asset for this department."

Sebata, who is a Chartered Public Relations Practitioner and a member of the Public Relations Institute of Southern Africa (PRISA), brings with him a wealth of experience garnered from almost 15 years in the public relations industry.

While most of his years were spent supporting clients in the public sector, his passion for motoring saw him take up a role as contributing motoring writer for an online news outlet, which ultimately led to his secondment to Ford within the Communications department. 

Graham Boswell Retires after 47 years

FMCSA is celebrating the remarkable career of its longest-serving employee during its 96-year local history. Graham Boswell retired in September 2019 after having served the company for a truly exceptional 47 years.

"Ford is very much a family-oriented company, founded by Henry Ford in 1903, and is currently led by his great-grandson, Bill Ford, who is the Executive Chairman," says Neale Hill, MD of FMCSA. "It is fantastic to see this kind of legacy in our South African operations where three generations of the same family have grown up living the brand and contributing to its success."


"On behalf of Ford Motor Company, we honour Graham Boswell and thank him for his dedication to the

company over all these years. The Boswell family is an integral part of Ford's history in Port Elizabeth, and they set an outstanding example for others to follow," Hill adds.

Boswell began his career at Ford's Neave vehicle plant in the aptly named Henry Ford Road in Port Elizabeth on 8 May 1972, following in the footsteps of his father who worked for the company for almost 30 years.

"I had to drop out of school to help my dad put bread on the table because we were nine brothers and two sisters," says Boswell. "My father always told us that Ford was a great company to work for. Ford has been very good to the Boswell family, giving us the opportunity to grow and develop as part of the business."

Although he started out in stores, Boswell soon joined the Fire and Safety team, an essential

role he fulfilled throughout his career - later moving to the nearby Struandale Engine Plant where Ford's local manufacturing operations are now based. 



Graham Boswell



Audi SA's leadership changes

Audi announces changes within its local management team as part of a broader leadership restructure at Volkswagen Group South Africa.


Asif Hoosen who has been managing the Marketing, Product and Public Relations portfolio for the past three years, will now head up the Audi Sales, Operations and Volume Planning team.

Hoosen has been part of Volkswagen Group South Africa since 2004 and has built up the majority of his 16-year tenure with the company within the realm of sales and retail, having previously been in charge of this function for both the Volkswagen Passenger Vehicles and Audi brands. This year, he returns to his forte, in an effort to support the Audi brand's retail efforts of growing its premium market share in South Africa.

He will be succeeded by Tarryn Knight who joins the Audi brand after five years of looking after Marketing and Product for Volkswagen Commercial Vehicles. Prior to this, Knight has held various roles in Brand Management and Marketing Research as part of her almost 14 year career with Volkswagen Group South Africa. Knight brings in a diverse skillset to oversee the areas of advertising, PR,

digital marketing, events, product and price planning, all of which will form part of her new portfolio.

"It's an incredibly exciting year for the Audi brand in 2020. With the youngest product portfolio on the horizon, Audi's new model onslaught is stronger than it has ever been

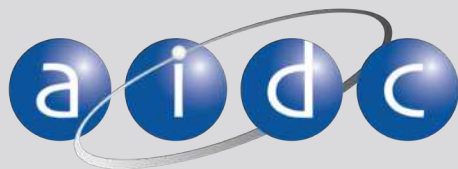
before. It is therefore imperative that our leadership team has the sufficient experience and passion to carry us through this new era. I am happy to have both Asif and Tarryn leading the respective sales, product and marketing portfolios for Audi and I wish them well in their new roles," said Trevor Hill, Head of Audi South Africa. 



Asif Hoosen



Tarryn Knight



Automotive Industry Development Centre

Your partner in becoming globally competitive

A subsidiary of the Gauteng Growth and Development Agency

Trade Test Centre

For all your automotive industry related training.

We offer internationally accredited training in:

AUTO ELECTRICIAN

BOILER
MAKING

WELDING

AUTO BODY
REPAIR
(PANEL BEATING)

FITTING

PANEL BEATING

DIESEL MECHANIC

The AIDC offers state-of-the-art manufacturing support facilities, to encourage opportunities for Skills Development & Training at competitive rates.

FOR ANY ENQUIRIES
PLEASE CONTACT:

Matsatsi Mphago : 012 564 5000 / ttc@aidc.co.za


WORKSHOP

TROUBLESHOOTING MADE EASY

Autodata, the leading provider of automotive technical information shares manufacturer verified fixes to common problems found in motor vehicles. Visit www.autodata-group.com to learn more about its online tools for workshops. Autodata is part of the Solera Group of companies

FIAT 500X: WHISTLING NOISE FROM GLOVEBOX AREA

Problem: We have a 2015 Fiat 500X in for service and the customer has complained of a whistling noise coming from the glovebox area. We have heard an intermittent whistling noise from the glovebox but have not found the cause of the noise. Can you help?

Solution: Yes, from the whistling noise you have described we are aware of one fix for the Fiat 500X. The whistling noise is due to excessive clearance between the glovebox air flow adjustment disc and the glovebox liner, allowing air to bypass the glovebox air flow adjustment disc. Fit a modified glovebox air flow adjustment disc, available from Fiat parts department, to the glovebox liner Fig.1.1. This should rectify the fault. 

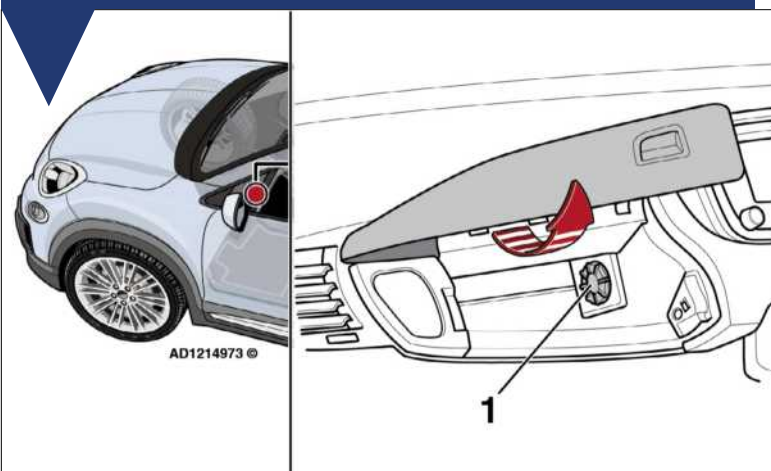



Illustration reference: RH_fia199

SUBARU WRX: ENGINE MALFUNCTION INDICATOR LAMP (MIL) ILLUMINATED AND TROUBLE CODES STORED IN FAULT MEMORY

Problem: A customer is complaining that their 2014 Subaru WRX has the engine malfunction indicator lamp (MIL) illuminated. There are several trouble codes in the engine control module fault memory that relate to the fuel system. This is the second time the vehicle has come in with the same faults. Can you help?

Solution: Yes, we are aware of a problem affecting Subaru models with direct injection petrol engines. The cause is water ingress into the injectors. Fit modified injectors complete with protective rubber cover Fig.1.1. Erase trouble codes. Carry out road test to confirm the faults have been rectified. 

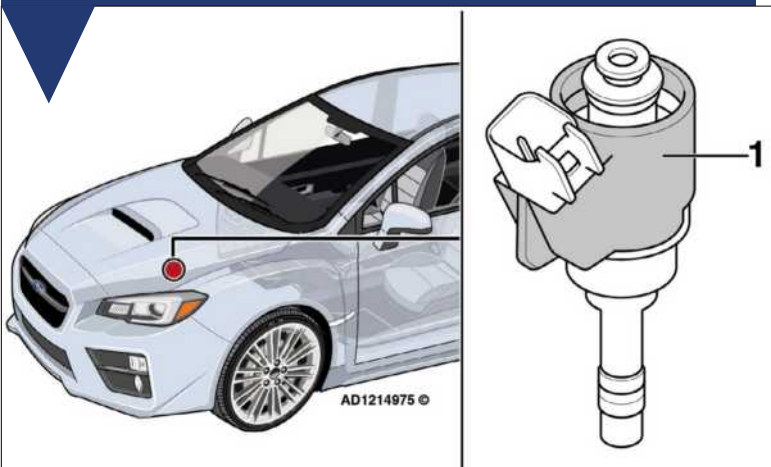
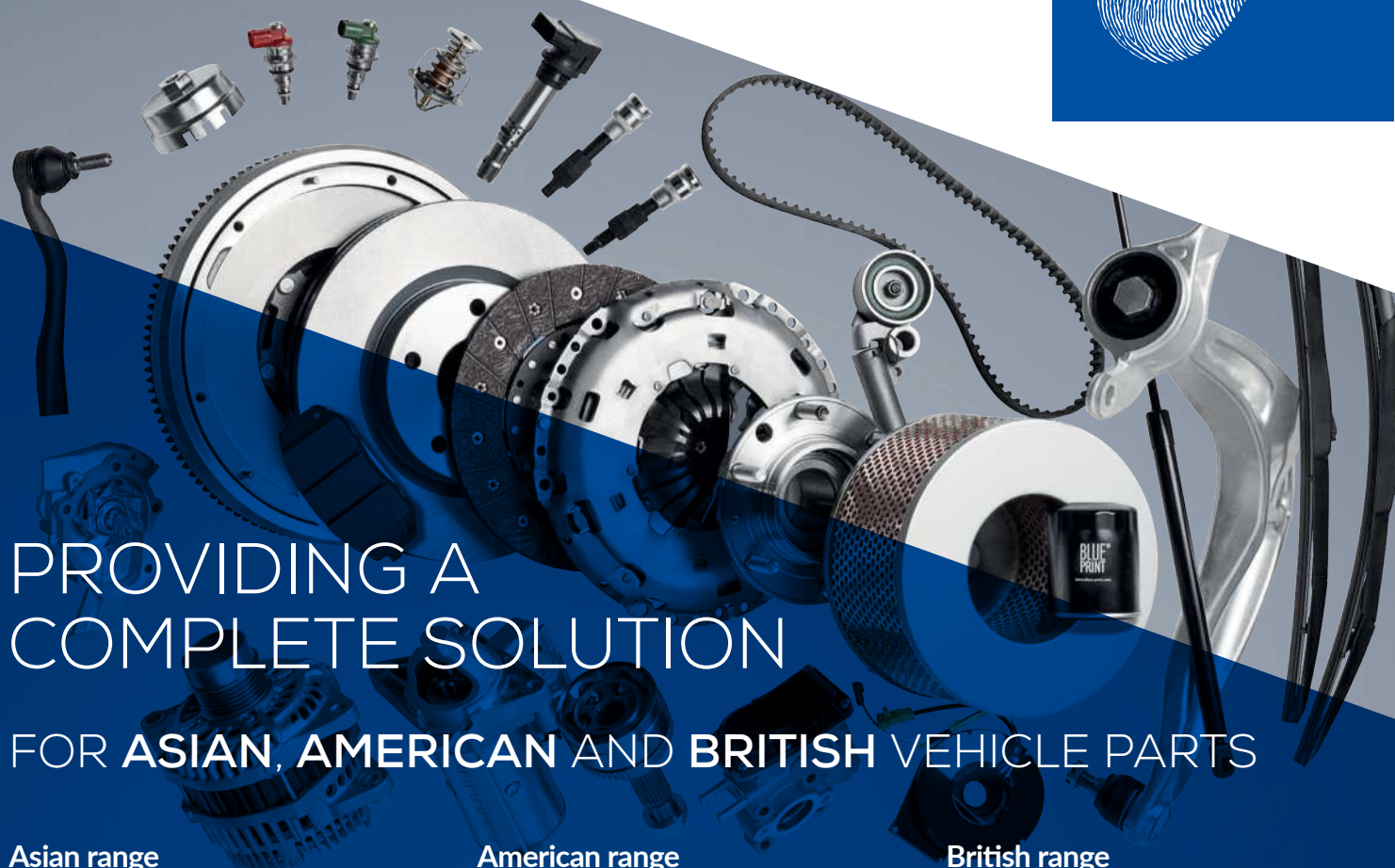


Illustration reference: sub542



PROVIDING A COMPLETE SOLUTION FOR ASIAN, AMERICAN AND BRITISH VEHICLE PARTS

Asian range

With one of the world's largest ranges of parts for Asian vehicles, Blue Print is the right choice and solution for all Asian vehicle requirements. This specialism means we have some of the best all-round knowledge of the market and are able to offer an accurate and quality solution.

American range

The American range covers over 200 models with more than 2,000 part numbers available. Like the cars themselves, the Blue Print American range continues to get bigger and better with new parts being continuously added.

British range

In 2014, Blue Print launched a range of parts for traditionally known 'British' vehicles. In a short period of time Blue Print introduced 1,400+ parts from over 90 product types, covering more than 8,000 British applications.



Filtration



Braking



Clutch



Steering &
Suspension



Engine
Management



Transmission



Timing Belts
& Chains



Cooling



Electrical



Body



Tools



Solutions

Blue Print parts are now available in South Africa!

The Blue Print brand is represented locally by: Ferdinand Bilstein South Africa (Pty) Ltd Tel. +27 (0)10 900 4545

Available exclusively through selected appointed distributors

Right First Time.

www.blue-print.com

bilsteingroup®

MEMBER UPDATE

The RMI welcomes these new businesses into membership

Member Trading Name	Street City	Member Trading Name	Street City
A			
Advance On Point Solutions (Pty) Ltd	Alberton	Handel Ventersburg	Ventersburg
Advance On Point Solutions (Pty) Ltd	Cambridge	Handel Verkeerdelei	Verkeerdelei
Advance On Point Solutions (Pty) Ltd	Cape Town	Handel Wepener	Wepener
Advance On Point Solutions (Pty) Ltd	Claremont	Handel Willowmore	Willowmore
Advance On Point Solutions (Pty) Ltd	Johannesburg	Handel Winburg	Winburg
Advance On Point Solutions (Pty) Ltd	Port Elizabeth	Handel Dordrecht	Dordrecht
Advance On Point Solutions (Pty) Ltd	Pretoria	Hopetown Depot	Hopetown
Advance On Point Solutions (Pty) Ltd	Sandton	Huria DKG Fleet Solutions	Randburg
Auto Advance	West Coast		
Auto Excellence Workshop	Cape Town	Ihanzu Auto Performance Exhaust	Johannesburg
Autobeat Vehicle Service Centre	Midrand	Impreuna Auto	Ermelo
Autotech	Meyerton		
	Kuilsriver	K	
B		Khanyisa Auto Services (Pty) Ltd	Johannesburg
Bafokeng Garage	Soweto	Kredi-Car Auto Clinic	Polokwane
Bosch Bryanston	Sandton		
Brainwave Primary Co-operative Limited	Standerton	M	
C		Macgyver Panelbeaters	Polokwane
Car Care Clinic Bloemfontein	Bloemfontein	Manual Gearbox Diff & Engine Centre	Giyani
Car Service City - Springs	Springs	Marcopolo South Africa	Germiston
Car Service City - Fairview	Port Elizabeth	Mega Lube	Alberton
CEM Auto Repairs	Standerton	Mokgadi Maintenance - Modjadjiskloof	Modjadjiskloof
Clocolan Depot	Clocolan	Mosnak Engineering	Rustenburg
D		MS Performance	Midrand
Dent Express	Randburg	Mtek	Nelspruit
E		O	
Engen Senekal Depot	Senekal	Olympic Auto Body (Pty) Ltd	Arlington
Epitome Image & Lifestyle Management	Pretoria		
Express Service Centre	Mkondeni	P	
F		Patma Auto - Electrical Services	Mokopane
Fiad Dent Removal	Boksburg	PE Auto Clinic	Pretoria
Fire Work Autobody	Krugersdorp	Power Dynamite	Trichardt
Fouriesburg Depot	Fairiesburg	Q	
FSR Service Centre	Bloemfontein	Queenstown Depot	Queenstown
G		R	
GMC Auto Repair Centre	Port Elizabeth	Raven Engineering	Pietermaritzburg
H		Renew My car - Speedshop	Midrand
Hana Auto	Edenvale	Riverhorse Auto	Durban
Handel Arlington	Arlington	S	
Handel Boesmanskop	Boesmanskop	Samrand Auto	Centurion
Handel Britstown	Britstown	SOE Workshop cc	Johannesburg
Handel Burgersdorp	Burgersdorp	Speedys Auto (Pty) Ltd	Eshowe
Handel Colesburg	Colesburg	Steering & Mechanical Wizard	Pretoria
Handel Edenburg	Edenburg	Supa Quick - Wellington	Wellington
Handel Excelsior	Excelsior	T	
Handel Graaff-Reinet	Graaff-Reinet	Technovan (Pty) Ltd	East London
Handel Jamestown	Jamestown	Toyota Vulstasie Ladybrand	Ladybrand
Handel Lady Grey	Lady Grey	Truck Stop Ficksburg	Ficksburg
Handel Middelburg	Middelburg	Tweespruit Depot	Tweespruit
Handel Molteno	Molteno	V	
Handel Paul Roux	Paul Roux	V8 Auto Service Centre	Centurion
Handel Petrusville	Kimberley	VAG Spec Centre Northriding	Randburg
Handel Reddersburg	Reddersburg	VAG Spec centre Zeer	Zeerust
Handel Rosendal	Rosendal	Vancor Auto	Springbok
Handel Rouxville	Rouxville	Vivians Alignment & Filment Centre	Durban
Handel Steynsburg	Steynsburg	Vulstasie Aliwalnoord	Aliwal North
Handel Steynsrus	Stynsrus	Vulstasie Buthulie	Bethulie
Handel Strydenburg	Strydenburg	Vulstasie Clocolan	Clocolan
Handel Trompsburg	Trompsburg	Vulstasie Cradock	Cradock
		Vulstasie Dewetsdorp	Dewetsdorp
		Vulstasie Elliot	Elliot
		Vulstasie Fauresmith	Fauresmith
		Vulstasie Ficksburg	Ficksburg
		Vulstasie Hobhouse	Hobhouse
		Vulstasie Hofmeyer	Hofmeyer
		Vulstasie Koffiefontein	Koffiefontein
		Vulstasie Ladybrand	Ladybrand
		Vulstasie Prieska	Prieska
		Vulstasie Rietrivier	Jakobsdal
		Vulstasie Smithfield	Smithfield
		Vulstasie Zastron	Zastron

Now Online... autocosmos BIZ

electrolog

These companies do... Do you speak Electrolog?

Web: www.autocosmos.co.za
Email: kg@autocosmos.co.za
Tel: +27 (0) 12 327 5210

ADVERTISERS AUTOMOBIL - FEBRUARY/MARCH 2020 EDITION

CLIENTS	CONTACT	WEBSITE	PAGE
Aer O Cure	011 444 6454	www.aerocure.co.za	OBC
Alert Engine Parts	011 573 8637	www.alertengineparts.com	19
AutocosmosBiz (Electrolog)	012 327 6210	www.autocosmos.co.za	64
Automobil Association Technical College	011 799 1068	www.aa.co.za	7
Automotive Industry Development Centre	012 564 5000	www.aidc.co.za	35
Ferdinand Bilstein South Africa	010 9004545	www.blue-print.com	63
Ford Trade Club	N/A	www.fordtradeclub.co.za	IBC
Intrade Motor Parts - Victor Reinz	011 432 2667	www.victorreinz.com/jsi	57
Mahle Aftermarket	+4911 501-13204	www.mahle.com	53
merSETA	010 219 3000	www.mersec.co.za	21 & 41
Moto Health Care	0861 000 300	www.mhcmf.co.za	10 & 11
Motor Industry Retirement Fund	011 561 9376	www.mifa.org.za	43
Remtec Premium Engine Solutions	041 403 1300	www.remtec.co.za	17
RMI Connect	011 886 6300	www.rmi.org.za	17
Robert Bosch	011 651 9600	www.bosch.co.za	IFC
Rose Foundation	021 448 7492	www.rosefoundation.org.za	29
Silver Falcon Trading	083 628 2288	www.hurricaneauto.co.za	48 & 49
The Industrial Clothing Company - Javlin	011 974 8815	www.javlin.co.za	51



The RMI Connect App



Q: Why an RMI APP?

A: To provide members and consumers with information relating to the RMI and its members – Belonging is Better Business.

Q: Is there a charge to belonging?

A: The app is completely free and is a value add for RMI members.

Q: Why is the MIBCO number used to verify members?

A: A method of verification is required for members to join the app. On investigation it transpired that the one constant amongst the majority of our members is their MIBCO number. If you do not have a MIBCO number, please call the RMI and we will create a unique number for you to join the RMI connect App. When inputting the number just type in the numerals with no spaces, dashes or dots.

Q: How are the members reflected when requesting a service?

A: 10 members are reflected in any one search up to 100km away. Thus, if there are a lot of members that fulfil the search command you typed in, only the first 10 members, geographically closest to you, will reflect.

Q: Why am I not remembered when I exit the app?

A: We are serious about keeping your data secure and do not save your access details on your device. You are only logged in as long as the session on the app is open.

Q: Who do I call if I am battling to use the app?

A: Call the RMI on 011 789 2542 and we will assist you.

Q: Why am I battling to access the consumer and member side using the same email?

A: Each prospective user will only be allowed to use their email address once. In order for a member to access the app as a consumer, they will need to have a second email address and register for a second time. However, the member side of the app has all the information and functionality of the consumer side so there is no need to register for both.


Q: How often is the database updated?

A: The database is updated twice a day at 7am and 1pm.

Q: Why can't I change my member detail on the app? Why must I call RMI?

A: Our members are extremely important to us and your information is protected jealously. As such we will not allow changes to our database without your written consent.

Q: I love the app, but find reading information on a small screen just too difficult, can I access my information on a laptop?

A: Yes. Type <https://rmibs.co.za/app> into your desktop browser and you will view the desktop version of the app on your laptop. You just log in with the same details you registered on the mobile app. To be able to upload member news, events, newsletters, or update your coordinates, business categories and industry sectors and add a special, you can go to <https://rmibs.co.za/portal> and log in with the same email address and password you have registered on the app. 

Ford Wildlife Foundation provides mobility to conservation organisations

Ford Motor Company of Southern Africa (FMCSA) continued its long-standing support for environmental and wildlife organisations in Southern Africa through the Ford Wildlife Foundation (FWF). In late 2019, five new and eight existing conservation projects received Ford Ranger Double Cab 4x4 pickups, on a two-year loan.



"The Ford Wildlife Foundation plays a crucial role in providing mobility for the wide-ranging and far-reaching conservation efforts across South Africa and its neighbouring countries," says Neale Hill, MD of FMCSA. "We currently have 25 Ford Rangers on loan to wildlife and conservation non-profit organisations throughout the region. By providing these projects with the exceptionally capable Ford Ranger, we are living up to our 'Go Further' brand promise by helping these dedicated organisations, teams and individuals to protect our precious natural resources for future generations. "We are committed to making a positive difference through improving the lives of people, and strengthening the conservation of endangered animals and habitats. This is achieved by supporting education, research and conservation projects across Southern Africa," Hill adds.

The Mabula Ground Hornbill Project was the first to receive its loan Ford Ranger, driving their efforts to protect the endangered Southern Ground-Hornbill. The Mabula project, which has been running for 19 years, operates in all four provinces where the Southern Ground-Hornbill occurs – Limpopo, Mpumalanga, Eastern Cape and KwaZulu-Natal – with the population estimated to be only 400 family groups remaining.

Overberg Renosterveld Conservation Trust (ORCT) also received a Ford Ranger to assist in saving the last remnants of one of South Africa's most endangered ecosystems. According to ORCT, the Renosterveld – located between Botrivier and Heidelberg in the Western Cape – boasts an exceptional variety of species, yet is teetering on the brink of functional extinction.

FWF also provided a Ford Ranger to the Southern African Foundation for the Conservation of Coastal Birds in Cape Town to assist in its efforts to rescue orphaned or injured seabirds, such as the endangered African penguin, Cape gannet, Cape cormorant and Bank cormorant.

The Carnivore Conservation Programme created by the Endangered Wildlife Trust is now proudly powered by Ford too, as the Ranger pickup is used to protect and monitor South Africa's most endangered carnivore – the African Wild Dog – which is listed on the International Union for Conservation of Nature Red List of Threatened Species.

Another exciting project adopted into the FWF fold is the establishment of a new 30,000-ha Grasslands Protected Area in the northern region of the Eastern Cape. Co-ordinated by the World

Wide Fund for Nature, the project site is located in an isolated inland area with many mountain passes and mostly dirt roads, including the famous Naudé's Nek Pass which peaks at 2,590 metres, making it one of the highest passes in South Africa. It's in these tough conditions where the Ford Ranger 4x4 excels, providing safe and dependable transport for the project teams.

"The Ford Rangers, produced at our Silverton plant in Pretoria, prove that they are truly 'Built Ford Tough' by conquering some of the most remote and challenging terrains across the region that these teams face in their unwavering commitment to ensure the sustainability of our fauna and flora," Hill states.

FWF also renewed its support for eight existing initiatives as part of the two-year agreements, all of which received new replacement vehicles. This included the Sea Search Research and Conservation Project; Cederberg Leopard Project; Saving the Survivors that cares for injured or orphaned rhinos; the Black Rhino Range Expansion Project; Cheetah Metapopulation Project; Coral Reef Programme; SA Cranes, Wetlands and Communities Project; and the Important Bird Area Critical Grasslands Project. 

MORE PARTS. MORE MAKES. MORE CONVENIENCE.

Omnicraft parts are specifically designed and engineered to fit a wide range of non-Ford makes and models, giving you the capability to service a wider range of vehicles with high-quality parts, minus a premium price tag.

We have now added Omnicraft Brake Pads to the range, available to Ford Trade Club Members at special, reduced prices.

Here are just a few examples of new Omnicraft Brake Pads; for specific applications, along with details of thousands of Genuine Ford and Motorcraft parts at Trade Club prices, ask your local Ford Trade Club Dealer or visit fordtradeclub.co.za.



Part Number	Make	Recommended List Price	Recommended Trade Club Price
QBRF-327	Audi A3, VW Golf/Jetta/Polo	R 449.91	R 427.41
QBRF-328	Toyota Hi Ace/Quantam	R 209.56	R 199.08
QBRF-329	Toyota Hilux VII	R 354.49	R 336.77
QBRF-330	Mahindra Bolero Pickup	R 438.49	R 416.57
QBRF-331	Toyota Fortuner/Land Cruiser	R 702.24	R 667.13
QBRF-334	VW Golf/Caddy/Fox/Jetta	R 282.24	R 268.13
QBRF-336	Lexus LX	R 606.60	R 576.27
QBRF-337	Nissan NP300 Navara/NP300/Pathfinder	R 487.20	R 462.84
QBRF-340	Audi A4/A6	R 278.00	R 264.10
QBRF-343	Hyundai Tiburon, Mitsubishi Shogun	R 627.91	R 596.51
QBRF-344	Nissan Micra/NP200	R 456.96	R 434.11
QBRF-346	Nissan Qashqai/X Trail	R 545.17	R 517.91

Please contact your Ford Trade Club Dealer for full application information.

Not a Member? Speak to your local Ford Trade Club Dealer to sign up

Recommended prices exclude VAT and are correct at time of going to press. Always speak to your Dealer to check exact applications. Ford reserves the right subject to all applicable laws to discontinue or change pricing, features and other specifications either temporarily or permanently.



Visit fordtradeclub.co.za to find out more

Go Further

VAS from

Facilitating quality workmanship through superior technology.

GYS

RANGE BENEFITS:

- Internationally Acclaimed
- OEM Approved
- Massive Parts Savings
- Best Value-for-Money
- Qualified Product Training
- Insurance Approved
- Streamlined Production
- Demos Available
- Quality After-Sales Service
- Widest Range for Steel and Aluminium

VAS 821101

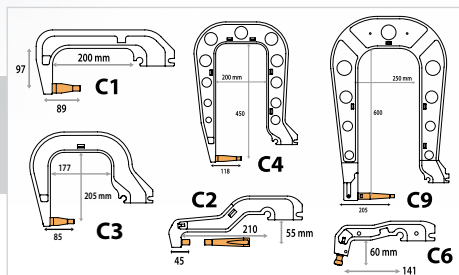
**14500 Amp 550DaN
Resistance Spotwelder**

- With transformer integrated in the clamp, microprocessor controlled, fulfills the requirements for the repair of Volkswagen group vehicles for the welding of High and Ultra High strength steels (UHSS / Boron steel).
- Maximum clamping force of 550 daN under 8 bar.
- Maximum welding current of 14 500A even with weaker electrical supply (the machine delivers around 9000 A on an installation with 16A circuit breaker, and the maximum power on an installation with 25A, or higher, circuit breaker).
- The complete supervision of the welding process and the automatic setting of the electrode force, welding current and energy, guarantees high quality welding spots in all circumstances.

EXCLUSIVELY DISTRIBUTED BY

AER-O-CURE

VAS 821101 includes the following C-clamps as standard: C1, C2, C3, C4, C6 and C9.



Model: 036956

VAS 821005

**Inverter Pulse Mig Welder
with High Speed Digital
Technology.**

- Maximum welding current of 320 Amp.
- Equipped with 3 wire feeders, each with 4 rollers, electronically regulated.
- 46 Synergy Programmes for Steel, Brazing (CuSi3) and Aluminium (AlSi5 and AlSi2).
- Designed specifically for use in the bodyshop.

Contact Aer-o-cure for more information or to arrange a onsite demo on the GYS range. Catalogue and price-list available upon request.

AER-O-CURE

For the full range visit: www.aerocure.co.za

Automotive Bodyshop Equipment

Aer-o-cure PTY (Ltd) • SADC Registered Manufacturer and Exporter
8 Lees Street, Wynberg, 2090, Johannesburg, South Africa. PO Box 137 Strathavon, 2031

GraphicWerx • AOC_VAS_AutoMobil_3545

Tel: +27 11 444 6454

Fax: +27 11 444 5677

e-Mail: info@aerocure.co.za



* Product / Colour may vary from image provided, subject to stock availability. (E&OE)