

College of Marin

Auto Technology/ACRT/Electronics

Advisory Committee Meeting

Wednesday, November 14, 2018

Indian Valley Campus, Building 9, Room 101

5:00 – 6:30 p.m.

Ron Palmer began the meeting welcoming everyone. All attending continued with self-introductions. Ron thanked all for attending and explained the purpose of the gathering is to hear from the industry to adapt programs.

Ron shared a listing of the graduates from the Auto Tech and Auto Collision programs last year. All but three, were first time in their family graduating in a college program. Ron explained that most students want the whole package; they want the Master Collision or Master Tech certificate. In achieving this certificate, they are also achieving other small certificates. Students can track their classes and progress with pathway sheets.

Mark Barrall and Ron stated they work closely to make updates to the curriculum. Mark explained the updates to the programs. Updates included meter certification (Snap-on national NC3 certification path), changing hours of lecture and time in the shop. Ron explained that they continue with professional development to remain qualified to offer the most relative changes in curriculum and to teach the fundamentals and necessities for students to achieve the national NC3 certificate. Mark explained auto-body electrical curriculum additions using the electrical simulators and the complexity of modern cars, and you cannot repair vehicles without knowing something about the computer systems and electrical wiring. Ron and Mark continued to explain the issues with automatic and computer operations in automotive industry.

Elizabeth Pratt asked are the students “computer ready” when entering into the Auto Tech and Electronics programs? Ron explained that in auto electronics troubleshooting is a different nature than laptops. With Snap-On learning, computer programs are based on Windows 7. Everything they use is not different nor more difficult than what kids are using on their smartphones on a daily basis. Laura Bertolli explains that even in auto body repair electrical sensors come to play in where and how to paint. Crash avoidance systems now influence the techniques in repair.

In general discussion among many people the following points came up. After a crash a certain number of controls need to reset and recalibrate. The manufacturers will share specs, but they are not regulated on how much they charge. Small businesses suffer from this.

Ron opened the topic to the Strong Workforce grant proposals. Laura spoke about the importance and desire to add auto estimating curriculum. Women are over ½ of the people doing this. Beth Pratt asked if Laura or Ron has polled the students if this is something they would want to learn. Ron explained that any of the students would want to learn this to have the comprehensive skills. We will be able to pull students from the industry. We think it will increase diversity as well, and this is something we've thought about for a long time.

Ron stated another thing the ACRT program wants to offer again is the iCar nationally recognized, certificate program. Students will be able to earn up to 20 certificates. Industry likes the iCar training standards, and it helps with insurance claims where iCar certification is required.

Ron additionally mentioned the changing auto world of autonomous and collision avoidance technology, and that our Auto/ACRT/Electronics programs would benefit by offering classes to teach students about what the systems entail and the repair issues. The labor market information is not readily available, but the auto industry is immersed with these technology aspects now. We won't be able to get away from it because even in the middle-priced cars are adopting collision avoidance. Beth asked, how would we bring this to the classroom? Ron explained we already have the foundation placed in our curriculum. For instance, we'd be able to expand out the existing curriculum which now involves anti-lock by teaching about high-tech braking system technology. Prius is the first to adopt electrical steering where the steering wheel becomes difficult to move if the sensors detect something on the side of the car to deter the driver from moving the car from moving out of its lane. When we incorporated electric car into our programs, we infiltrated electric car safety within all of our classes. Therefore, we wouldn't need to redesign the classes entirely. Same with high-tech car information it would be infiltrated into the existing classes.

The committee held a general discussion regarding new and cutting-edge technology within the auto technology including what's happening with Tesla, Uber and Google. Ron pivoted the meeting into explaining the current climate with students entering the workforce. Wages have risen in the region, because skilled workers are harder to find in the Bay Area. Students have learned they want to work directly with dealerships to earn more pay and skip the lube shops

and tire shops where the work is too repetitive. Students come to improve in skills so they are not limited to doing only one task for a company and remain in lower pay. Enrollment and diversity metrics are good currently for the programs.

Beth Pratt informed the group how changes in the area high school will affect COM Auto programs. The labor market reveals hiring is stronger than the job postings, so employers are finding their candidates easily without posting an open position. All of the students in the auto programs are finding employment. We are tracking students' achievements post completing taking classes. Ron stated he believes smaller certificate programs will be offered going forward throughout career education programs, such as construction.

Scott Xuereb, from Snap-On, reported that other schools seem to also have problems with tracking the employment and wages of students upon completion. Ron suggested that a good tracking indicator could be purchases of Snap-on tools from the students' accounts, because auto repair people are required to buy their own tools. Very few big companies will provide the tools.

Ron suggested we conduct a second advisory committee meeting in the Spring 2019. The committee agreed.

Meeting adjourned before 6:30 p.m.