OCCUPATIONAL ADVISORY COMMITTEE MEMBERS

Robert Mallon  Supplier – R.W. Mallon Auto Paints
Derek Paterson  Insurance Appraiser – State Farm Insurance Co.
Patrick Beavers  Independent Shop – CollisionMax
Jack Cosenza  Dealer Body Shop Manager – Bryner Chevrolet
Ryan Gardiner  Manufacturer Representative – 3M Company
Gregory Garvin  Former Student Representative – Frank Vesci Auto Body
James Klotz  Restoration Shop/Accessories – Marquis Auto Restoration
Kirill Novikov  Student Representative
Ken Piccari  Dealer Body Shop Manager – North Penn VW Mazda
Joe Waslow-Washington  Dealer Body Shop Manager – Sussman Auto
Steve Parke  Instructor – EASTERN

EXECUTIVE ADVISORY COMMITTEE REPRESENTATIVE

Roseann Nyiri  Springfield Township Rotary Club
ANALYSIS OF LABOR MARKET DATA

Data from the U. S. Department of Labor, Bureau of Labor Statistics Occupational Outlook Handbook, 2013-14 Edition indicates that employment of automobile body repairers is expected to **grow about as fast as the average** for all occupations through the year 2022. Job opportunities should grow in upwards of 13% from 2012 to 2022. The need to replace experienced repairers who transfer to other occupations or who retire or stop working for other reasons will account for the majority of job openings. Opportunities should be best for persons with formal training in automotive body repair and mechanics. In addition to these findings, three significant points were mentioned also:

1) Both formal and on the job training are suggested if a worker wants to become a fully skilled automotive body repairer, because advances in technology have greatly changed the structure, components, and materials used in automobiles.

2) Repairers need good reading ability and basic mathematics and computer skills in order to follow instructions and diagrams in print and computer-based technical manuals.

3) Repair technicians are suggested to continue their education and training throughout their careers.

The Occupational Advisory Committee reviewed the supply/demand data and concluded that it fairly represents the state of the industry in EASTERN’s employment area.
STUDENT COMPLETION, PLACEMENT AND FOLLOW-UP INFORMATION

Graduate follow up data for the four-year period June 2009 through June 2013 indicates that 58% of all students completed all tasks for their career objective and received a final grade of 70% or above. The overall placement rate for entry into related occupations or related schooling immediately following graduation was approximately 71%. Collision Repair Technology students placing Advanced and/or Competent reached 100% in 2013. Based on the labor market data and the graduate placement data for EASTERN’s students, it was agreed that the Collision Repair Technology Program should be continued.

PROGRAM SPECIFIC QUESTIONS

1. Environmental protection is an increasing factor in the planning and conduct of many businesses. What are the considerations that must be addressed in the curriculum?
   - At the present time, students are required to complete a web base program called Safety and Pollution Training (S/P2). Students in their first year of Collision Repair must complete Collision Safety. Students in their second year, must complete Collision Pollution Prevention. When students complete a final test for both section, they are able to print a certificate for their portfolio.

2. How have water borne systems changed the way collision repair shops work today?
   - At the present time, water borne paints are not being used by all collision repair facilities across the country. Also, some paint manufactures can’t produce a quality product for industry. At Eastern, our students have begun using water borne paints from PPG. Students are required to perform paint applications using water and solvent materials.

3. How have exotic materials used in the body panels/body construction influenced the trade skills of future technicians?
   - Presently, collision repair technicians in industry are being trained by I-CAR on replacement and reparability on these materials. All OAC
members are in agreement that all technicians be trained in this area. Every year more material is being introduced in today’s vehicles.

TRENDS IN THE COLLISION REPAIR INDUSTRY

Between April and January of 2015, the Occupational Advisory Committee examined trends in the industry as they relate to Technology, Business Operations, Structure of the Industry and Types of employees/skills required for employment. Based on the resident expertise of the Occupational Advisory Committee, the following industry trends were identified:

EMERGING TRENDS

- Aluminum is still needed to be taught in the theory class. There is still no need at the present time to expand the shop and purchase specific aluminum tools. Most technicians have had several years of work experience before they are certified to repair aluminum car parts. We do not see an entry level technician being asked to do such a repair. I-CAR classes are still needed for the experience technician.

TECHNOLOGIES

- Purchase hand held tablets for students to retrieve information on vehicles they are repairing, estimating and documenting repair procedures while taking photos of the repairs. With hand held tablets, technicians are able to quickly assess specification on vehicles. Vehicle owners (customers) are now able to see the each and every repair being done to their vehicle. These pictures are sent via email/cell phone for the customer to observe.

BUSINESS OPERATIONS

- All technicians must understand that they will need to continually be educated in this field with new electronics being introduced.
STRUCTURE OF THE INDUSTRY

• Most students who enter the field after graduation will continually be need computer skills, disassembly/assembly work, prep for paint and prepare a vehicle for delivery.

TYPES OF SKILLS REQUIRED FOR EMPLOYMENT

• I-CAR training, S/P2 and soft skills are still needed for employment in the collision repair occupation. I-CAR classes for technicians in the field are becoming more and more recommended in today’s shops. Pat Beavers recommended that students receive their Mobil Air Conditioning Society (MACS) certification. All OAC members in attendance agreed to implement this into the Purchasing Timeline for Program Review.

• Students graduating from Collision Repair Technology are asked by industry experts to have training in these “core areas” - removal and reinstalling bolt on parts, detailing and paint prepping skills. Students will most likely be hired if they have mastered these skills.

• Presently students are also encouraged to certify in Safety and Pollution Training (SP/2) that is offered at EASTERN. All students before graduation receive this certification.

• Increasingly, employed technicians are asked to demonstrate quality “soft skills” such as oral and written communications. Technicians are being asked to communicate directly with customers and insurance companies in today’s repair facilities. Collision repair shops are investing in computer software so technicians can document their work output, materials used and processes followed. In addition to the obvious computer skills, technicians must have appropriate writing skills to complete reports.
RECOMMENDATIONS

Equipment/Tools

Since NATEF recommends tools needed for re-certification the OAC members agreed to purchase:

- Infrared Contact Thermometer
- Heat Monitoring Crayons
- Lineman Gloves
- Mini Belt Sander
- 3/8 Torque wrench (5-75lbs)
- In addition to NATEF recommendations, OAC members agree that a “Touch Mix Head” (PPG), Nitrogen welder, Flatliner sheet metal repair system, MIG Brazing welder. All OAC members in attendance agreed to implement this into the Purchasing Timeline for Program Review.

EQUIPMENT RECOMMENDATIONS WITH PURCHASING TIMELINE:

SCHOOL YEAR 2015-16
MIG brazing welder $3,000.00 est.
*Hand Held Tablets (4) $1,600.00
TouchMix Computerized Paint Mixing System-$0-provided because we are a PPG user

SCHOOL YEAR 2016-17
Nitrogen Welder $3,000.00 est.

SCHOOL YEAR 2017-18
Flatliner sheet metal repair system −$16,000 est.
Eastern Center for Arts and Technology

Program Review
Final Report

Collision Repair Technology

2015
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