



OAKLAND
COMMUNITY
COLLEGE

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VEHICLE BODY TECHNOLOGY ADVISORY COMMITTEE MEETING

November 5, 1998

Members Present:

Richard Allen Buck, DaimlerChrysler
David Hollinger, Oakland Technical Center - Southeast Campus
Daniel R. Manthei, Oakland Technical Center - Northwest Campus
Mac Morrow, Retired Former Owner, Morrow Collision, Inc.
James Rogers, I-CAR

OCC Ex Officio Members Present:

Sharon L. Blackman, Ed.D., Dean of Technology
Phillip Crockett, Workforce Development Services
Rick Driscoll, Automotive Body Specialist
Sally Kalson, Coordinator of Cooperative Education
Tahir Khan, Chair, Technology Department
Douglas L. Riddering, Counselor
Ruth Springer, Secretary

Welcome and Review of Minutes

Dr. Sharon Blackman, OCC's new Dean of Technology, introduced herself and welcomed the group. She invited the members to introduce themselves.

The minutes of the Vehicle Body Technology Advisory Committee meeting held on June 4, 1998, were reviewed and approved as written.

Dr. Blackman referred to the minutes of the follow-up meeting of OCC staff members which was held on July 14, 1998. She pointed out that several of the committee's earlier recommendations have been completed, and others are still in process. A few have also been designated to be acted upon in the future, after more urgent items have been completed.

Review of Proposed New Curriculum

Dr. Blackman reminded the group that the Vehicle Body Program has been sunsetted. All current courses are being offered during this academic year, so students are able to complete them and graduate. The associate degree will no longer be offered after Summer 1999. However, we can continue to offer some Vehicle Body courses as long as necessary until the new curriculum is in place.

Mr. Rick Driscoll distributed copies of the proposed new Collision Auto Repair Technology (CAR) curriculum and asked the group for their suggestions. He explained that he has made a few changes in the curriculum since the group's last meeting. CAR 100, Introduction to Collision Auto Repair, has been added. This class is designed to provide students with an overview of modern collision systems and expose them to the various job possibilities which exist in the auto body field. The rest of the courses are basically the same, but the course numbers have changed because of the addition of the introductory class. CAR 110 has been reduced to 2 credits.

Dr. Blackman stated that this program has not had a lot of completers as OCC defines a completer. The College counts completers as those who have received the two-year associate degree. According to the statistics in the Michigan Department of Education Evaluation Report which members received in their meeting packet, the number of graduates over the last three years is quite low. She and Mr. Driscoll have discussed the fact that we have a large student population who take a few courses and then exit. They may come back later and take a couple more courses, but few actually complete the entire associate degree program. The new curriculum has been written to include several certificates which will provide opportunity for natural stop-outs to occur. The five certificate programs are designed to prepare students for various career tracks. All students completing a certificate program would be counted as completers. Thus, even those who complete the 10-credit Collision Damage Assembler Certificate would be counted as graduates for purposes of program evaluation.

The program includes about 54 credit hours of core CAR courses. With the required 19 hours of general education courses, this makes a total of 73 credits to earn the associate degree. The maximum number of credits for an associate degree is normally 72. If a degree requires more than that, it is designated as an extended degree program. We would like to find a way to lower the number of credits required, while still covering the necessary instructional material.

Mr. Doug Riddering stated that offering this many certificates at different levels of the program has never been done before at OCC. We will need the support of the advisory committee when the curriculum proposal is taken before the Campus and College Curriculum Committees. Letters of support from committee members would be helpful.

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In response to a question, Mr. Driscoll informed the group that the Painters Apprentice Certificate and the Refinish Technician Certificate would prepare students for ASE certification.

Dr. Blackman pointed out that three ATA classes have been included in order to provide the number of hours required by NATEF. All courses will use the skill standards and competencies of ICAR and NATEF. It is our hope that once this curriculum is in place, there will be an easy transition to NATEF certification. We will try to establish articulation agreements with area high schools. We also want to do target marketing to make the repair and insurance businesses aware of the program.

Mr. Dan Manthei commented that he is pleased to see the direction the program is taking. He is excited about the progress that is being made. Oakland Technical Center instructors who have gone through the ASE and NATEF certification process can assist with details, including the titles of the certificate programs.

Mr. Dave Hollinger reported that on Saturday, December 5, 1998, the Royal Oak Technical Center is hosting a NATEF workshop for auto mechanics and collision repair instructors from high schools all over the lower peninsula of Michigan. Another segment will take place after the holidays. These are intended to help instructors go through the process of NATEF certification. He will send Mr. Driscoll a flyer about this workshop.

Mr. Jim Rogers commented that we need to be sure the program will meet the needs of collision shops. He would like to see an ethics class and a motivational class early in the program. Turnover in the field is extremely high. Employees are needed who are motivated, honest, and sincere. Perhaps every class in the program could address those areas in some way. He believes collision shops would see the value of the program if they could see that these areas were being emphasized.

Mr. Rogers raised a concern about including ATA classes in the program. He believes that there should be CAR classes to address that part of the curriculum according to the specific needs of auto body students in those areas. In ATA classes, students are taught to rebuild things. However, auto body technicians do not rebuild anything; they get everything new and install it on the vehicle. For example, in the area of electronics, auto body technicians do not need to figure out why the starter doesn't work; they simply replace it. There are two ICAR classes which deal with electronics. Mr. Rogers believes the CAR Program should include the material taught in those two ICAR classes. Also, the ICAR curriculum goes more deeply into steering and suspension than the ATA classes do. The ATA classes include things the collision technician doesn't need to know, and they leave out things the collision technician does need to know.

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Dr. Blackman stated that this is the type of input we will continue to need as we put together this curriculum, so that students receive the quality instruction and skills they will need to work in the industry. There may be some classes which should have a different number of credit hours. We may fax you some materials and ask for your input as we continue to work on the curriculum. We are planning to develop a matrix to include each required competency and show in which course it is covered.

Mr. Driscoll mentioned that the CAR 180 class could have additional credits added to it. He does not believe all the necessary instruction can be covered in four hours.

Mr. Rogers mentioned that, once OCC has gained NATEF certification, we will have the possibility of teaching any ICAR class and giving ICAR credits for the classes. OCC is using the ICAR curriculum, so we would qualify to offer a lot of ICAR instruction, which insurance companies require collision shop employees to take. Also, if we can prove our students are passing the ASE certification tests, this will be a boost for the program.

Mr. Rogers suggested that OCC offer short courses on subjects needed by technicians in the field, in order to get them in to see our facility. For example, courses could be offered on airbags, or vehicle specific classes. A place also needs to be provided for the street rod people and those who want to do rust repair.

Mr. Riddering pointed out that some short courses could be offered by working with Mr. Phil Crockett of OCC's Workforce Development Services.

Mr. Rogers stated that any company would probably be willing to give us a frame straightener or measuring device to use, if they were able to send people here for training after they have purchased that company's equipment. We would also be able to use the equipment with our students.

Dr. Blackman agreed with a comment made earlier, that ethics should be integrated into all the courses, as that is more effective than teaching a separate class on that subject. She pointed out that ENG 145, Writing and Reading for Problem Solving, and SPE 129, Interpersonal Communication, have been included in the program, as well as in one of the certificates. These are skills which all employers want their employees to have. They would count toward the General Education requirements for those working toward an associate degree. She feels these two courses should be a part of all the certificates. She asked the group for their opinion on this.

Mr. Rogers raised a concern about the General Education requirements. He reported that he graduated from Washtenaw Community College two years ago. He needed four more General Education courses to graduate from OCC than were required at Washtenaw. Mr. Riddering and

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Dr. Blackman responded that currently 19 credits of General Education are required to earn an associate degree. However, discussion and voting are taking place now within the College to make changes in the General Education requirements.

Dr. Blackman asked the group to read each course description and give their input and suggestions for improvement. It was suggested that course descriptions should be phrased in terms of competencies. Perhaps there could be a note stating that successful completion of this program will provide students with the skills to pass a particular certification test.

Mr. Manthei asked where the advisory committee's help is needed. Dr. Blackman responded that the committee's assistance will be needed during the curriculum review process. Mr. Riddering stated that, when we are ready to take the curriculum to the College Curriculum Committee and to the Academic Senate, we may invite committee members to write letters of support and/or be present.

The group mentioned the possibility of businesses loaning equipment to the College. This would help with the funding needed to get this program started. Dr. Blackman suggested that perhaps for certain instructional areas it might be advantageous to use equipment at a company. This would help lower the amount of funding needed. Mr. Rogers agreed, stating that this could be a way of exposing students to more types of equipment that they might find in their future place of employment.

It was mentioned that OCC should have an articulation agreement with the Oakland Technical Centers (OTC's). Mr. Manthei pointed out that even if OCC's program was not yet NATEF certified, it could still be articulated with the OTC's. This would not affect the NATEF certification of the OTC's. Mr. Manthei suggested that the introductory courses could be offered at the OTC's. This would draw students here to take the advanced classes.

Dr. Blackman pointed out that not all classes would need to be offered in the traditional 15-week time frame. Perhaps classes could be offered five days a week for a few weeks. People often want to take classes that way, so they can see they are making immediate progress in their studies. We need to have flexible scheduling to fit people's needs.

Mr. Rogers commented that companies would lend a machine for a week or two to expose students to it.

Current and Future Trends

Dr. Blackman asked the group for their feedback regarding current and future trends in the industry.

Mr. Rogers responded that the biggest change is ICAR's new willingness to let other people use the ICAR curriculum to train people and grant ICAR credit. OCC will need to look at that as a potential new market.

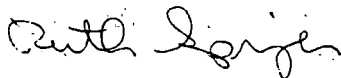
Another new trend is the introduction of aluminum cars. If we were ready for aluminum repair, we would be ahead of this trend. Also, the number of airbags on cars will be increasing all the time.

Mr. Mac Morrow expressed his appreciation for the work that has been done to improve this program.

Advisory Committee Recommendation

1. That an emphasis on ethics and motivation be included early in the CAR Program, perhaps in every course.

Respectfully submitted,



Ruth Springer



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