

College of the Redwoods & Humboldt ROP
Automotive Technology Programs
Joint Advisory Committee Meeting Minutes
Eureka Senior High School 1915 J Street Eureka
October 25th, 2012
Main Building Room 117

Meeting Called to order at 7:30pm

Members present: John Miller, State of California, Michael Richards, College of the Redwoods Automotive, Paul Hidy, College of the Redwoods Automotive, Will Mobley Northwood Chevrolet, Joe Funk Lithia Chrysler Jeep, Ryan Thomson, City of Eureka, Tony Miles, Fortuna High School Automotive, Jack Sheppard, McKinleyville High School Automotive, Torg Sahlman, Eureka High School Automotive.

Action Items:

1. Approval of Minutes:
Motion to approve by John Miller seconded by Ryan Thomson, passed unanimously.

Discussion Items:

2. New NATEF Maintenance Light Repair (MLR) Accreditation model standards:

Michael reviewed the new NATEF MLR certification model from the NATEF website with the group. Will asked how hybrids and other high-level technologies fit into the new NATEF model. Tony asked how high schools change from certification in 4 NATEF areas to the new MLR certification.

Will asked about hybrids and other high-level technologies and how they fit into the new NATEF model. Mike showed the group a NATEF Task list and explained that there are many hybrid/EV specific tasks and that is how they will be incorporated into this model.

Tony asked how high schools change from the existing 4 areas of NATEF certification to the new Maintenance Light Repair (MLR) certification. Mike explained that they will be able to apply for MLR Certification and may even be allowed to switch during a regularly scheduled NATEF Re-Certification.

Joe commented it would be difficult for high school programs to be certified in both MLR and Automotive Service technician (AST) due to the hours of training required.

Ryan commented that he felt the high schools should offer the MLR program and this should articulate to any entry level auto class at CR.

Mike Richards explained that is exactly what we at CR would like to see as it would make our articulation much more meaningful.

John asked how many hours in a high school class each year.

Tony asked about the online E-learning programs that are available for purchase.

Mike stated there are many available and they vary greatly in content and cost. He also informed the group that up to 25% of the MLR hours of training required by NATEF could be covered online as per Standard 11.

Joe asked what an MLR program looks like. Mike explained that it may look differently for different schools but what he thought would best suit the needs of our students would be to develop an Auto I, Auto II type of format depending on how we structured the 540 hours and how much we were able to do online versus classroom .

Tony and John both commented how the NATEF MLR would fit into the high school class schedule.

Joe asked for an explanation of the P1, P2, and P3 tasks.

Mike explained the task rating system.

Joe commented on the costs of factory training for dealership technicians, Will also commented that is was very expensive to send the technicians to training.

Jack commented that the MLR tasks give a student a good set of skills for entry level employment in the automotive repair field.

Jack commented on the difference students that come into his program and the varied levels of learning abilities.

John commented on the struggle with students that get a job while enrolled in CR automotive classes and leave the program before they finish a degree or certificate as they have received enough instruction to get employed. These students affect the programs completion ratios.

Will commented that MLR is fundamentals training. Will also asked how will students articulate from high school auto classes to CR auto classes with the new MLR standards.

Mike explained that the MLR model should dramatically improve that articulation path based on a collaborative effort to develop this model in our area.

Joe commented online E-learning could be for students at the high school level.

John commented CR has to develop new Auto 1 and Auto 2 entry level style of courses

Ryan asked when does the class expire if a student finishes the auto 1 and auto 2 courses in high school and then goes to work in the industry for a few years and later decides to go back to school and wants to take classes at CR automotive, will the auto 1 and auto 2 classes still valid?

John commented that the auto 1 and auto 2 classes satisfies students that are only taking automotive classes for personal enrichment

Joe and Ryan commented that MLR may help the CR automotive high attrition rate with enrollment.

Jack asked how does the MLR required hours of instruction work with current high school class schedules.

John likes the MLR model, it looks good, could work.

Will commented he is impressed with the new MLR model and likes that it separates basics from advanced level technical training.

Jack asked about the MLR tool list, what is it and how does it differ from the current NATEF tool list.

Mike pulled up the list from the website for review.

Joe and Will agreed we should move forward with the new NATEF standards and attempt to continue to work with the local high school automotive programs with or articulation agreements and help in development of the MLR classes.

Joe asked if there are any working MLR programs at this time

John commented he likes the new NATEF model

Will commented that the new NATEF model is already posted on the General Motors training website

Joe asked if we could get some notice nationally once we get this underway at both the high schools and CR.

Adjournment 8:45pm