

**Program Review
Final Report
Collision Repair Technology
2021**

OCCUPATIONAL ADVISORY COMMITTEE MEMBERS

Member Name	Industry Segment
Jack Cosenza	Dealer Body Shop Manager
Ryan Driesbach	Independent Shop
James Klotz	Restoration Shop/Accessories
Robert Mallon	Supplier
Jonathan Mehrman	Former Student Representative
William Morales	Former Student Representative
Derek Paterson	Insurance Appraiser
Ken Piccari	Dealer Body Shop Manager
William Zacny	Insurance Appraiser
Danielle Doyle	Student Representative
Steve Parke	Instructor-EASTERN

EXECUTIVE ADVISORY COMMITTEE REPRESENTATIVE

Skip Daino

Chartwells (ret.)

COLLISION REPAIR TECHNOLOGY

PROGRAM REVIEW REPORT

2021

ANALYSIS OF LABOR MARKET DATA

Data from the U. S. Department of Labor, Bureau of Labor Statistics Occupational Outlook Handbook, 2019 Edition indicates that employment of automotive body and related repairers is expected to grow about as fast as the average for all occupations through the year 2028. Job opportunities should grow in upwards of 4-6% from 2018 to 2028. Presently there are approximately 156,00 employees in the automotive repair occupation. It is projected that 16,000 job openings will be needed to replace experienced repairers who transfer to other occupations or who retire or stop working for other reasons. Opportunities should be best for persons with formal training in automotive body repair and mechanics.

PROGAM SPECIFIC QUESTIONS

1. One area that would need to be addressed is the continued use of squeeze type resistance spot welders (STRSW). It was noted that there is a large use of duplicating repairs on vehicles to industry standards. Automakers are requiring squeeze-type resistance spot welding during repairs because it limits heat, provides better corrosion protection and adds longevity to repairs. It was noted that Eastern students have and will continue to better their skills with the resistance welder.
2. Environmental protection is still an ongoing concern in the collision repair industry. With the continued use of water borne materials in the industry the need for new equipment is being considered. The use of air circulation needed to dry these materials and repairs/replacement to the spray booth will be required.

3. The need for education with Inter-Industry Conference on Auto Collision Repair (ICAR), Automotive Service Excellence (ASE), ALLDATA, CCC Estimating with Safety and Pollution Training (S/P2) is highly recommended for all students. Upon graduating, students will need to continue their education in order to stay current with emerging trends.
4. With the need for more students to practice their MIG welding tasks, a proposal to investigate welding curtains to be used. Today we have a welding station that accommodates two students at a time. With welding curtains, more students would be able to MIG weld on the shop floor.

TRENDS IN THE COLLISION REPAIR INDUSTRY

EMERGING TRENDS

- Aluminum repairs and electrical diagnosis is increasing in today's shops. Technicians will need more education for these types of repairs. Presently, students are being taught these skills in the theory class.

TECHNOLOGIES

- Purchase scanners for students to retrieve information on vehicles they are repairing, estimating and documenting repair procedures. With these scanners, technicians can quickly assess, before and after specification on vehicles.

BUSINESS OPERATIONS

- Expectations for collision repair skills of technical school program graduates have remained steady over the years with Prep for Paint, R&R Bolted Parts, Repair Steel Metal Dents, and Detailing still the top four tasks.

- Presently there is a demand for entry level technicians in our field. Many older technicians are nearing retirement and are reluctant to educate themselves with the influx of electronics in today's vehicles.

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

- Students graduating from Collision Repair Technology are asked by industry experts to have training in these "core areas" in this order: prep for paint, removal & reinstall (R&R) bolt on parts, repair sheet-metal dents, final detailing, plastic repair, MIG welding, basic business skills, replace mechanical parts, set up and measure, apply top coats, R&R welded parts, perform diagnostic scans, repair aluminum dents, estimating, repair suspension parts, structural straightening, aluminum welding and repair electrical systems. Students will most likely be hired if they have mastered these skills.
- 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.

EQUIPMENT RECOMMENDATIONS WITH PURCHASING TIMELINE:

SCHOOL YEAR 2021-2022

• One (1) MaxICOM handheld Scan Tool	\$ 600
• Two (2) Powered Air Purifying Respirator PAPR	\$3,800
• NATEF Professional Development	\$3,500
• Welding Curtains-portable	\$1,000
• Refresh Lab and classroom-paint and replace student tables	\$4,000
Year 1 Total	\$12,900

SCHOOL YEAR 2022-2023

• Paint Mixing Room and Paint Booth Replacement**	
** Cost included in approved EASTERN 10-year capital plan	
• NATEF required tools	
○ Hole Saw kit	
○ ½ Drive Torque Wrench	
○ Parts Cart	
○ Electronic Paint Film Thickness Gauge	
○ Wheel Doolies	
○ Sun Gun	
○ ½ Variable Drill	\$4,000
• NATEF Professional Development	\$3,500
Year 2 Total	\$7,500

SCHOOL YEAR 2023-2024

• NAETEF Professional Development	\$3,500
Year 3 Total	\$3,500

Program Review Total	\$23,900
-----------------------------	-----------------