



Shoreline Community College
16101 Greenwood Avenue North
Shoreline, WA 98133



**SHORELINE COMMUNITY COLLEGE
CHRYSLER'S MOPAR CAP ADVISORY COMMITTEE MEETING**

PROGRAM: MOPAR CAP **DATE: Tuesday, June 12, 2018**
PLACE: AUTOMOTIVE SHOWROOM #2120 **TIME: 10:15 a.m.**

PRESENT: **Industry Representatives**
Bill Leavitt (Rairdon's of Marysville)
Kelly Faley (FCA)
Michael Starke (West Hills CJDR)
Cody Edwards (West Hills CJDR)
Scot Rendel (Autonation Bellevue)
Joe Murphy (Renton CJDR)
Bill Jones (CDJR of Seattle)
Mike Berlingen (FCA)
Aschlee Drescher (Haselwood Auto Group)
Frankie Thomas (Dwayne Lanes Dodge Chrysler)

College Representatives
Rob Allred (CAP Faculty)
Treyvon Steinauer (CAP Student)
Mark Velez (Program Coordinator)

Curriculum Covered This Quarter

This quarter, CAP has done oil changes and maintenance, Brake disassembly, assembly, and turning rotors, and removed and installed complete suspensions, did alignments, and became NC3 Certified in On-car brake lathe, precision instruments, and torque theory.

Class has gone to 3 days a week from 7 to 4:30 MTW so that the students can maximize their time with the dealers. The days are flexible with Rob quarter to quarter.

Kelly works with the local cap and traditional schools. Want the students to have the fundamentals down and have Chrysler training so that they are usable in the dealerships.

Honda and GM have made the 2-year process into a 1 year, which means that the students would be here year round for 3 days a week and at the dealer for the rest. CAP will be looking to model that process.

Aschlee: When is the switch going to be taking place?

Rob: don't know yet.

Kelly: New electrical: will be testing and seeing where they are in the electrical training so that they know where the incumbent workers' skill level is. CAP students will be taking an assessment. If they fail the test, Rob can give them more instruction. If they pass they need to go to the PSI testing center. Hopefully by fall the process will come to fruition and we will be able to train here and not in Tualatin, or. FCA is tracking the students' placement. Stephen Brown is handling that. FCA knows that the industry is hurting, so they are putting more money into training new technicians to fill the void. There is also competition from other businesses (amazon, etc.) for available students.

From FCA:

A new position code has been created for level zero high school students through Rob and the CAP program. High schools do not have to be NATEF certified. The students can work as porters or on oil rack for the dealers and they can "test drive" the students on the express lane. Its an introductory course and FCA is trying to get a jump on students before Toyota and GM. Students go from HS to the community college. The students will then have manufacturing training on their resume. High schools like that because it is an opportunity for the students. Dual enrollment doesn't cost the student, and the instructor also gets free training at the training center or community college. A failsafe had to be put in, however. 2k is one of the last letters left in dealer connect to use. The students in 2k will not have access to levels above zero. When they come to the CAP class, they can be approved for level one.

Career builder will help to find students around the country. The students will be given an SID. When students get to career builder, the students will be available to be seen for recruitment.

UTI students will be seen if they want to come to a school here. The program works to avoid overlap and bidding wars for potential students.

Another new position code will be made. Currently level 2 and level 3. Sometimes not all of the current techs are proficient in what they need to be. If there are techs that need just a little bit of tweaking in their knowledge, they can audit a class to help them sharpen their skills. The dealers will pay for the techs. When they go to the classes, they have to participate in the complete class not just a part.

A new position code will be made for college credit so that the completion numbers won't drop when techs come in for one class.

FCA incumbent training: Mike Berlingen will be offering beginning electrical. Direct injection classes will also be offered at the Portland training center.(not yet, because they don't have a vehicle for it yet). At Shoreline, a Body systems class takes place tomorrow. They try to do the simple classes here at SCC because it is difficult to bring all of the equipment up to Washington and back. Engine fundamentals, hybrids, and vehicle communications are also taught here.

Recruitment Opportunities

The GST class came in to observe part of the meeting. Rob Allred introduced the GST Class to the service managers present.

Kelly: What is the best thing about going from an independent shop to a dealer shop?

Michael Starke: Factory backing and training. Also, availability of positions other areas of the dealers is possible. Kelly: You will always be learning something new. Students are the future, and places will

invest time and money into you. Independent shops don't offer constant training. It's on them to pay for your training.

Cody Edwards: they have had a person starting at the lube rack and they now run a very large store in the dealer group.

Bill Jones: The future is as bright as hard you are willing to work.

Michael Starke: the beauty of FCA is that there will always be work.

Kelly: You won't be bored.

Mark Hankins: you might start at a Nissan or Toyota dealer, but you might move on to another brand. Technicians move around all the time. If you have manufacturing training with one company, there will be a learning curve if you switch, but it won't be as steep as coming from an independent shop.

Betsy Binninan: Dealers might send porters or detail people or others to GST if they feel they may be a good candidate to be a technician.

One of this week's GST Homework assignments: the students have to interview a service manager or a technician. If anyone present is interested in participating, please let me (Betsy) know. Also, it would be great to have guest speakers.

Kelly: I have a school in Fresno who does just that.

Mark Hankins: GST is the closest to an entry level class that we have here.

Business cards were distributed.

Corey Ratner: we are looking at having night classes. Other manufacturers are working on a version of that. Short term training program: Not CAP level. Working on creating a short term program that cannot exceed 6-9 months in length. The state will pay 50% of the cost of that program. Could probably turn that into a CAP Local program.

Kelly: CAP Local only teaches level 0 and level 1. All get an SID. Some students don't have to work at a Chrysler dealer, but they can. When they reach level one, they have 18 months to get to level 2. As they complete each module they can work on more to add to their SID.

Kelly: Some of my local cap schools took out their traditional curriculum and are using the Chrysler material online (And they get a shirt!).

Corey Ratner: Classes wouldn't be held during traditional hours, but on nights and weekends. The classes can be a lot more flexible for prospective students looking for a career. Still not completely set. Still on paper. Will be getting someone who could teach these classes. This type of class allows the dealers to test the students out.

Kelly: how local works: students are sent to a community college and **(Ask Corey for details)**.

Kelly: we need to talk about driving records with the students in the high schools.

Corey: This is a requirement by Washington state to enter into our automotive programs. They need to present a DMV drivers abstract, and they must meet a standard to enroll.

Kelly: I wish we could make that the policy in California and Oregon!

Corey: In Fall of 2019, housing on campus will be available for auto students from farther away from Shoreline than usual students. Sponsorship by manufacturers of dorm rooms is being discussed currently. This would allow us to spread our reach farther than we normally do. It will help the students in more outlying areas.

Rob to the Managers present: Are there any needs that you have that you aren't addressing?

Corey: we need to get the dealers involved in the high school levels. If they get involved, the students will be more likely to go with them. How can scholarships be created? If you make the scholarship, you can select the parameters of that scholarship. It would help with recruiting.

Aschlee: Nearby dealers are sponsoring the student tools (With a contract). The dealer gives the school Foundation money which was given back to the dealers, which then qualify for a tax incentive. They were able to write off some of those taxes.

In Sacramento, at American River CC, the students aren't applying for the large amount of scholarships. There is a lot of scholarship money not getting awarded. More students should find out about the scholarships available.

We are competing with Boeing and other industries. Also, the military should be tapped as a source for students.

Corey: one thing that can be done is to have the veterans start working on online modules to get them interested.

Aschlee: VR&E funding will fund schooling completely, including post graduate tool purchases. Recruits can be drawn from the Seattle VA, Bremerton VA, and 5 navy bases in the area.

Kelly: When a veteran is brought in, they don't have to start from ground zero. They will also be more mature.

Meeting adjourned at 11:20 pm

Minutes prepared by Mark Velez