Scott welcomed the group and conducted introductions. He distributed handouts which gave updates on the two General Motors Automotive classes. Scott explained what material was being taught and gave a general report on how the classes are doing.

**Labor Time Guides**

Scott Main sought input from the group regarding concerns pertaining to the current students. He is looking for ways to assist the students in learning to work faster (flat-rate pressure).

Some discussion followed about access to the list of allotted times established for each job. (Dealerworld is considered the best source. The information is also available on SI 2000. Scott will add that access for his classes. Linna Landry had the discs with her and gave them to Scott.) Scott noted that most GM-ASEP programs do not have access to Dealerworld. He has a “special” hook-up to the site, courtesy of a dealer. (Scott noted that it is slow to get access.)

It was suggested that it might be of benefit for the students to try to meet the job time limits while still in class. There was also discussion about the related paperwork students are expected to complete.

**Miscellaneous Program Challenges**

“Components, Parts, Pieces” – Warranty items are needed for the GM-ASEP Program. Shipping costs are high, so donations from local sources are welcome. We can pick things up.

Scott described the parts needed. Many of the College transmissions are old – worn out! Committee members suggested that a “Want List” be circulated via email.

Diesel training was mentioned. Scott indicated that he will add diesel training. Mentioned that he receives assistance from Patrick Koenen, our contract GM trainer.

It was noted that core charges present problems.
Scott thanked dealers for their contributions.

Lunch was served.

**Coop Experience Review**

Jerry Gernert addressed concerns related to the cooperative work experience of students in the dealerships. He read actual comments from students following coop quarters. Several students mentioned that they had been assigned to do too many LOF’s.

A common concern cited was the importance of and need for skilled mentoring — a supervised opportunity for the student to practice what has just been studied. Allen described how a mentor had assisted their GM-ASEP student. Another service manager told of his experience with students and mentioned his expectations.

Students become more and more valuable as they become more confident. The mentoring they receive powerfully affects their levels of skill and confidence.

Discussion followed on student wages and appropriate pay increases. A chart showing pay scales was distributed. Students are usually reluctant to ask for raises even when they are entitled to them.

It was suggested that students bring a list of items they need to discuss when they meet with their superiors. It could be that in the busyness of work a service manager forgets to check and see if a raise has been granted. By the time a student is ready to graduate, the pay should equate to about 80 percent of a journeyman’s wage. The service manager could also take that opportunity to inquire about the student’s grades.

Some discussion followed concerning the possibility that present dealership wages for students are out of date. Should the starting wage be about $11.00 per hour with increments of $1.00?

Scott compared students’ starting wages in dealerships to compensation available at Dick’s restaurants, where benefits – both health and scholarships – are available. As tuition costs continue to increase (now costing $900-1,000 per quarter), it may be time for the College to recommend an expected wage. A current journeyman’s wage is from $18-22 per hour.

**Further Concerns . . .**

Students need to be encouraged to follow through with taking General Motors training videos (web-based training). During the coop quarters it is easy for students to “slack off” on the video work.

Further discussion reiterated the point that during the coop quarters it’s critically important for the intern/student to be given work assignments that provide practice on the skills just studied. This means no sweeping floors, no washing cars, and no lube rack assignments. Those tasks do not give the students what they need.

There followed some discussion on ways to improve the dealership experience. The service managers need help in realizing the importance of skilled mentoring. Exposure to the A-YES
mentor program can be of help to service managers. One possible solution might be to hold a meeting with the mentor and the service manager at the beginning of the quarter.

Committee members discussed the different results that occur when students are assigned to a dealer compared to occasions when the dealer sends a student to be trained.

The Shoreline auto shop is now set up for a wireless operation. Many students are using laptop computers to access service information.

There was discussion about dealership purchase of a scan tool for ASEP student use.

Scott emphasized the importance of Shoreline’s training program. There is a tremendous need for highly trained technicians. Years ago there was an abundance of applicants. These days, however, technicians are not out knocking on the door looking for work.

The meeting was adjourned at 1:35 p.m.

Respectfully submitted,

Linda Clugston