



# CALFORNIA

## Automotive Teachers

Est. 1966

Spring 2024

Issue #60

CAT NEWS

[www.calautoteachers.com](http://www.calautoteachers.com)

### Newsletter Highlights

- ♦ CAT Executive Director
- ♦ California New Car Dealers
- ♦ Board Member Reports
- ♦ Conference Registration

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## The CAT Spring 2024 Conference was hosted at Monterey Peninsula College.

Hopefully, you were able to join fellow members for workshops and exhibitors on April 26th & 27th, 2024!

### Why should you become the next Executive Director of CAT?

This position comes with many responsibilities as well as multiple benefits. One of those benefits is paid travel to represent CAT at meetings and conferences throughout the state, including:

- CAWA Board of Directors—Two meetings in Napa Valley and SoCal beach cities per year. Annual fundraiser dinner in Las Vegas.
- ASCCA—Quarterly Team Weekends in Northern and Southern California, as well as additional relevant committee work.
- CalABC—Attend quarterly board meetings and monthly conference calls.
- CITEA—Participate in yearly conference.
- Legislative work—Establish a relationship with the lobbyist for ASCCA and CalABC to stay informed on legislative activities. Attend industry “Legislative Day” to stay informed on issues of automotive repair and Career Technical Education.

A very important part of the Executive Director's responsibilities is assisting with conferences. The planning currently falls directly on the shoulders of the conference coordinator and conference host.

**The California Automotive Teachers met at Monterey Peninsula College for the Spring Conference on April 26th and 27th. We greatly appreciated the interaction of our members.**

## President's Letter by Salvador Diaz

Thank you everyone for attending our 2024 Spring CAT conference at Monterey Peninsula College. I had a great time seeing everyone there. Thank you to our hosts from MPC. I know the many challenges entailed in organizing an event like this and all the work it takes to make a conference happen - all while continuing your regular duties of being Automotive instructors. Your work was apparent and greatly appreciated. I can also imagine how rewarding it is to showcase your school to our members and present your campus and its amazing facilities to fellow colleagues. If any other members are wanting to experience this feeling, I encourage you to volunteer to be a host school for a future CAT conference.



As I approach my last year as the President of CAT, I want to thank everyone on the board who made this a great Presidency. Without your guidance, I would have been lost. Being the President of CAT is not something I thought I would be doing in my 4th year as a faculty member, but I'm really proud of this organization and the work it accomplishes. I have met some really great people and visited many wonderful colleges.

Creating a new logo and website was my goal when I took on the presidency, and I'm happy to say the new website launched the week of the Spring conference! I really hope this new format is easy to navigate and useful for members. For those of you that were not at Monterey Peninsula College, I want to take a moment to review the meaning of the new logo.

Starting off with the word California, we have a redwood tree representing the north and the palm tree representing the south. The shape of the state was added to represent the area we cover, and the color represents the beautiful golden state that we live in. The tire made a comeback from the old logo, but it went through an update for weight reduction. We additionally included the year we were established. And, last but not least, my favorite part of the logo is the addition of the 3 stars. Each one represents the founding members and their colleges: Bob Barkhouse from Yuba College, Norm Gibbs & Mel Edwards from Chabot College, and Orville Page & James Kenly from Reedley College.

Before I end my term as President, I hope to establish an online forum for our members within the website where we can all engage in ongoing discussions on topics ranging from new technology to pedagogy to job postings.

I'm also thrilled to announce our partnership with NACAT for their annual conference in June 2026. Stay tuned for upcoming information about the CAT-NACAT partnership.

Thank you all for being members of this great organization.





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# Executive Director Committee Report

## SPRING 2024

### BAR Advisory Group Committee Meeting Summary 1/25/24 by Jack Molodanof

**Welcome and Introductions.** Patrick Dorais, BAR Chief, made brief welcoming remarks and introductions.

**Legislation and Regulations Update.** Bills that took effect January 1, 2024 include: Catalytic converter bills (AB 641, SB 55 & AB 1519); Sunset Review (AB 1263); Teleconferencing (SB 544). Deadline for introduction of new bills is February 16, 2024. Pending BAR regulations include Vehicle Safety Systems Inspection program; Tear Down Disclosure Requirements; Smog Check Inspection Equipment and Station Requirements (DAD specification update) updates; CAP Incentive Increases. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/legislation-regulations.pdf>

**ARD License Registration and Renewal Requirements.** The BAR application and renewal registration will be updated to include additional information, such as email addresses and educational certificates. Including email addresses allows for electronic communication, enhancing efficiency. The BAR will also provide the repair facility with the opportunity to submit nationally recognized educational certificates, (e.g. ASE, I-CAR, OE certified) or BAR-approved educational certificates, allowing them to be displayed on the BAR website for customers to view. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/ARD-renewal.pdf>

**Vehicle Safety Systems Inspection (VSSI) Program Roll-Out.** To transition from brake and lamp inspection programs to the VSSI program, BAR has developed a three-phase approach for implementation. Phase 1 is the licensing of VSSI stations and technicians which will start once the regulations take effect. Phase 2, the VSSI inspections, which will occur three months after the regulations take effect. Phase 3 is the sunset of the brake and lamp inspection programs which should occur six months after the regulation effective date. The new VSSI program requires stations to have certain equipment, including a BAR certified acquisition device (DAD) and subject to initial inspection by BAR. Technicians will be required to have ASE certification and pass an initial exam. Current Brake and lamp stations will be grandfathered in the program, provided they meet all new requirements at time or renewal. The inspection will include brake, light, body structure, steering and suspension, tires and wheels, passenger compartment, OBD and Road test. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/VSSIP.pdf>

**Standards Development for Electric Vehicle Fluids and Coolants.** Allen Morrison, consultant, provided background information on the development of standard specifications for Electric Vehicles (EV) coolants by organizations such as SAE. Electric vehicles have specialized and separate coolant systems for batteries, air conditioning, electric motors and interior, among others. These coolants must adhere to specified standard specifications. The establishment of these standards may create opportunities for the aftermarket repair industry to offer regular maintenance services. Additionally, efforts are underway to develop standards and specifications for natural gas, hydrogen blends for use as motor vehicle fuel. <https://www.bar.ca.gov/pdf/bag/202401/ev.pdf>

**Future Testing of Pre-OBD II Vehicles.** BAR is considering establishing a centralized testing network for model year 1995 (pre-OBD II) and older vehicles. The population of older model vehicles (1976- 1996) is

(Continued on page 5)

declining, currently about 615,200, representing 17.6% of the smog check emissions inventory. Some consumers have complained about the difficulty finding a smog station to conduct test on the pre-OBD II vehicles. Additionally, smog stations have raised concerns about the maintenance of the BAR-97 smog equipment, citing its age, frequent breakdowns, and difficulty obtaining parts. Some smog stations wish to remain in the program. BAR is exploring the possibility of including model years 1996-1999 to create an incentive for subcontracted smog check stations to maintain BAR-97 equipment. BAR seeking input on whether to establish a centralized/hybrid network and would like to hear from smog stations. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/testing.pdf>

**California Vehicle Inspection Program (Cal-VIS) Update.** BAR provided updates on the smog check Cal-VIS smog check software releases. BAR has moved data center from San Diego to Vacaville. BAR has stopped supporting older Microsoft windows software. New updates will support the Vehicle Safety Systems Inspection program. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/Cal-VIS.pdf>

**Complaint Case Study.** BAR provided an overview of consumer complaint where two repair facilities were involved. The first facility diagnosed and installed an incorrect alternator. A second ARD recommended the replacement of the alternator due to incorrect application and recommended sensor replacement. Then identified a broken connector and repaired. After this repair the check engine light illuminated because connector failed and then ARD recommended a battery sensor and harness replacement. The second facility had not documented the diagnoses correctly, and some of the notations may have been misleading. The customer paid the second repair facility more than \$2,300 in repairs. BAR investigated and found that the even though the incorrect alternator was installed by the first facility, it was not the cause of the engine light illumination. Customer was provided a full refund by the second facility. See link for presentation. <https://www.bar.ca.gov/pdf/bag/202401/case-study.pdf>

**Enforcement Statistics.** The enforcement statistics, detailing consumer complaints received by BAR in different categories, are as follows: Engine Repair 33%; Auto Body 16%; General Repair/Maintenance 18%; Transmission 7%; Smog 5%; Used Car 5%; Vehicle Purchase 6% Unlicensed activity 2%; Towing and Storage 2%. See link for handout presentation. <https://www.bar.ca.gov/pdf/bag/202401/enforcement-statistics.pdf>

**Licensing Statistics.** A total of 34,300 automotive repair dealers are in the state. See link for handout presentation. <https://www.bar.ca.gov/pdf/bag/202401/licensing-statistics.pdf>

**Next BAR Advisory Group Meeting – Thursday, April 25, 2024**

**In addition to those mentioned above, here are some new California Laws for 2024:**

Every year, hundreds of new laws are enacted that impact California automotive repair dealers. Below is a brief summary of some of the key measures, in no particular order, that take effect January 1, 2024, unless otherwise noted.

**Minimum Wage Increase.** Reminder that effective January 1, 2024, the minimum wage will increase to \$16.00 per hour for all employers regardless of size, based on a cost-of-living provision in the state minimum wage law. (SB 3 of 2017). Please note that local minimum wage ordinances may be higher.

**BAR Citation and Fine Regulations.** Effective July 1, 2024, BAR may issue a citation and levy a fine against an automotive repair dealer (ARD) of up to \$5,000 for each citation. Violations include, among other things, improper estimates, invoices, authorizations, deviation from trade standards, misleading advertising and guarantees and improper record retention. An ARD may appeal the citation to a three-member panel and prevent disclosure of citation on BAR website, if an 8-hour BAR approved remedial course is completed. ARD's are strongly encouraged to take preventative measures by providing employees with BAR approved training. (AB 471 of 2021) See Aftermarket Matters article for more details. <https://www.aftermarketmatters.com/regions/northern-california/attention-california-auto-repair-shops-new-bar-citation-and-fine-program-can-impact-your-wallet/>

**Catalytic Converter Theft.** These new laws make it a misdemeanor for a person: 1) to possess nine or more used catalytic converters that have been cut from a vehicle unless they are a dismantler or an exempted automotive repair business and; 2) remove, alter, or obfuscate any vehicle identification number (VIN) on a converter or from possessing three or more converters that have been altered. (AB 641 & AB 1519). Also, motor vehicle dealers are prohibited from selling a vehicle equipped with a catalytic converter unless the converter has been permanently marked with the VIN unless the buyer declines the marking offered by the dealer. (SB 55).

**BAR Sunset Review.** This new law, among other things, codifies the intent to maintain the BAR Advisory Committee; requires ARD employees who are involved in violations to attend remedial training; amends the definition of an ARD to include parties who for compensation refer customers to automotive repair dealers; requires salvage rebuilders selling a revived salvage vehicle to provide the consumer with a safety systems certificate and requires upcoming BAR towing and storage regulations to reference civil and vehicle codes and insurance regulations. (AB 1263).

**Paid Sick Days.** This new law modifies employer sick leave and requires an employee have no less than 40 hours of accrued sick leave. (SB 616)

**BAR Application Updates and Certification Regulations.** These regulations update the application for BAR registration and licensure to include, among other things, ARD providing email address and BAR accepting nationally recognized and industry-accepted educational certifications and any Bureau-approved educational certifications as part of the application. (AB 471 of 2021).

**New Motor Vehicle Board.** Modifies several laws governing the relationships between motor vehicle manufacturers and franchisees that operate car dealership. (AB 473)

**Vehicle Cruising.** Repeals the authority for a local authority to adopt rules and regulations regarding vehicle cruising and allows for such activity. (AB 436)

**Workplace Violence.** Effective July 1, 2024, employers must develop and adopt a comprehensive workplace violence prevention program, either as part of their injury and illness prevention programs or as a separate document. (SB 553)

**Cannabis Use.** Changes cannabis testing procedures and prevents employers from discriminating against employees for off-the-job cannabis use. The law also prohibits employers from requesting information from an applicant for employment relating to the applicant's prior use of cannabis. There are exemptions. (SB 700 and AB 2188 of 2022).

**Noncompete Agreements.** Prohibits employers from entering into or attempting to enforce noncompete agreements with employees. This new law establishes that noncompete agreements are void in California. (SB 699). Additionally, employers are required to notify current employees and former employees in writing by February 2024 that any non-compete agreements they may have signed are void. (AB 1076)

(Continued on page 7)

**Reproductive Loss.** This law expands current California unpaid leave by requiring employers with five or more employees, to offer up to five days unpaid leave when an employee suffers a “reproductive loss event,” i.e. miscarriage, stillbirth, failed adoption, failed surrogacy, or unsuccessful assisted reproduction. (SB 848)

**Empowering Local Prosecutors.** This new law empowers local prosecutors (e.g., district attorney, city attorney, etc.) to prosecute civil or criminal action for violations of the state’s labor code that occur within the prosecutor’s geographic jurisdiction. (AB 594)

This summary has been provided for informational purposes only and is not intended and should not be construed to constitute legal advice.

## CAWA Meeting Report by Donal Howell

As CAT appointee to the California Automotive Wholesalers Association board of directors, I attended a series of meetings in February in Napa Valley.

One highlight came during the eCommerce Task Force’s presentations of “Life of a Reseller on the Various Platforms”. Mike Chung of the AutoCare Association shared data related to trends in automotive parts and repair, including an 8.5% increase in aftermarket parts retail sales and a slight increase (0.65%) in vehicle miles traveled for 2023.

Another highlight was during the general session, when Bill Hanvey, President and CEO of the AutoCare Association spoke passionately about two major issues affecting our industry. These are “Right to Repair” and “Workforce Development” and how one cannot exist without the other. To prove his point, he presented a rewrite of the ancient proverb, “For Want of a Nail” and it goes like this:

“For want of a code, the job was lost.

For want of the job, a tech was lost.

For want of a tech, the shop was lost.

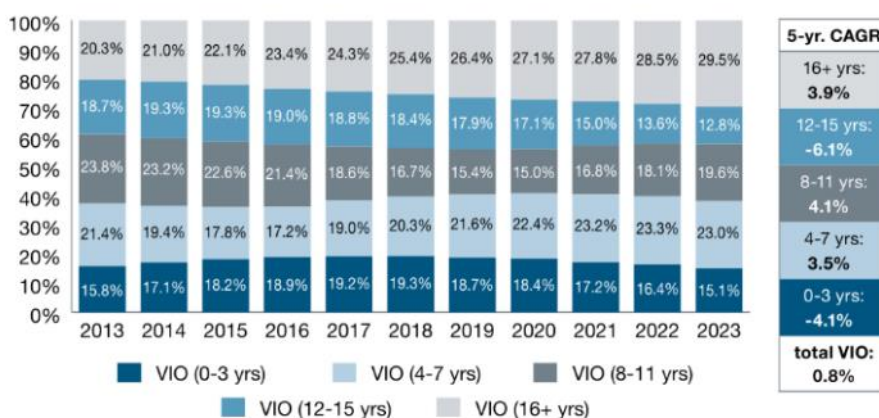
For want of a shop, the parts store was lost.

For want of a parts store, the industry was lost.”

In the area of Workforce Development, he said the viability of our industry is dependent on our ability to recruit and train skilled technicians who can diagnose and repair modern vehicles. The numbers cited show that 48,000 graduates complete automotive technical programs each year, but that the industry needs 258,000 technicians annually.

(Editor’s note to CAT members: No matter who your automotive training program primarily feeds and, for some, this is OEM dealerships, I believe automotive teachers should be in support of Right to Repair. To show your support, follow this link to send a letter to your Congressman: <https://www.autocareadvocacy.org/take-action-tell-congress-support-right-to-repair/>)

**Age Mix of Vehicles in Year Range Categories, 2013–2023**



Source: S&P Global Mobility age mix based on US light vehicles in operation as of Jan. 1 for each year shown.



The final presentation of the CAWA February meetings was a panel presentation on “AI and Its Impact on the Automotive Industry.” The three experts; Mark Seng of Predii, Derek Kaufman of Schwartz Advisors, and Ram ChandraSekar of PhaseZero shared highly insightful information regarding the rapidly growing use of Artificial Intelligence.

For those unaware, current AI technology differs from the machine learning which has been in use for five decades. Automotive technicians have long known that vehicle computers self-learn things like driver habits and component wear, making adjustments for these and either contributing to the diagnoses or frustrating them further. Generative AI, or the ability to “create” based on learned information, is what we are seeing the explosion of today.

According to ChandraSekar, the “Age of AI” is the result of more than twenty years of the internet and its wealth of data, combined with the connectivity of computing power and storage through smart phones, powered by open-source technology. These “mega-trends” take what was already available in the 1970s and make Artificial Intelligence what it is becoming today.

Terms like Large Language Models were explained as methods of connecting all words, phrases, and sentences being produced online into “generic” information, which the popular AI platforms rely on. Ways of applying the Large Language Models are through Natural Language Technology and Artificial Neuron Networks. These can help the automotive industry with vehicle connectivity, diagnostic databases, and market trends. Our students will soon be able to use Artificial Intelligence in ways we never dreamed of.



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# The Journey of an Automotive Part: From Birth to the Open Road

by Michael Rukov

Once upon a time, in a bustling factory nestled in South Korea, a tiny automotive part came into existence. It was a humble tie rod, born from pure polymer and shaped with the precision of O.E. manufacturer. Let's follow its journey from birth to the moment it became an essential component of a car hurtling down the highway.

## Chapter 1: Birth at the Foundry

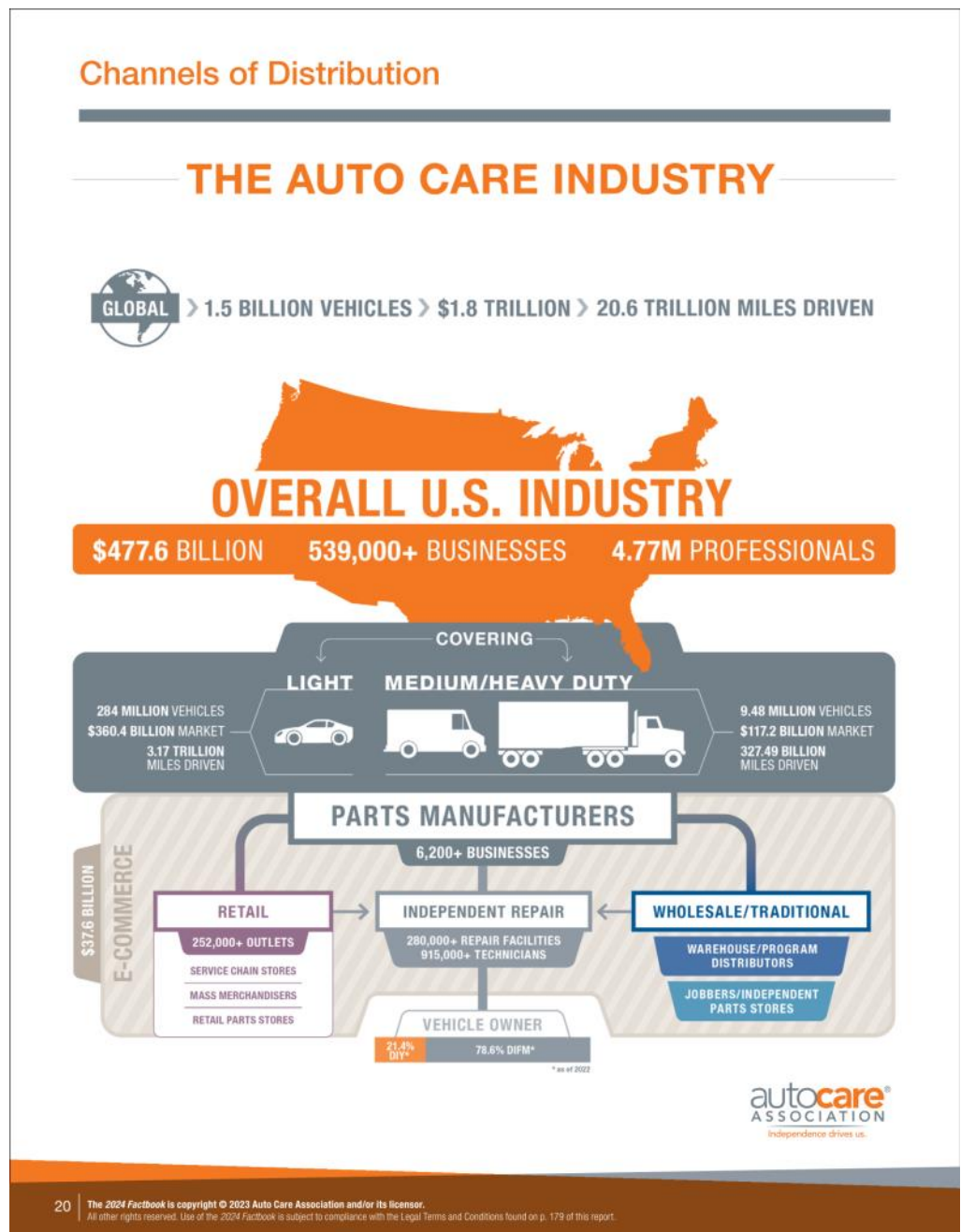
In the foundry, two tie rods emerged from the fiery crucible. Their steel body was filled with polymer and grease then cooled and inspected for imperfections. Stamped with the brand name "CTR," they were destined for greatness. Little did the two know that their purpose was to connect the steering mechanism, ensuring smooth turns and precise handling. These ball joints were destined for America where they would embark on a journey through the Automotive Aftermarket distribution channel.

## Chapter 2: The Warehouse Distributor's Embrace

Packed alongside its siblings, our 1<sup>st</sup> tie rod embarked on a new adventure. From the factory to CTR's distribution center in California, it finally traveled to a vast warehouse, where other parts awaited their destinies. The warehouse distributor (WD) greeted it—a seasoned expert in the art of logistics. The WD stocked shelves with tie rods, ball joints, control arms, and many other essential parts creating a treasure trove for repair facilities.

## Chapter 3: The Retailer's Shelves

One sunny morning, the 2nd tie rod found itself on a retail shelf. Auto parts store displayed it proudly, alongside oil filters, spark plugs, and wiper blades. DIY enthusiasts and professional mechanics alike perused the aisles, seeking the perfect match for their vehicles. Online retailers also welcomed it, listing it on their e-commerce platforms.



## Chapter 4: The Repair Facility's Grease-Stained Hands

A mechanic named John found a home for our 1st tie rods from the Warehouse Distributor. He held it in his hands knowing that he needed his brother for the other side of the car. His garage buzzed with activity — a symphony of clanging wrenches and humming engines. Even still, the 2<sup>nd</sup> mechanic named Carlos knew that if he searched long and hard on the shelves of the nearby Retailer he would find what he is looking for. A customer's car sat on the lift, wheels suspended waiting to be completed. Carlos and John removed the worn-out tie rods, replacing them with our fresh creation. The CTR brothers were finally reunited. Torque wrenches clicked, and alignment machines hummed. Our tie rods settled into its new home, ready to steer cars safely through city streets.

## Chapter 5: The Consumer's Joyful Drive

Finally, the day arrived—the tie rod's purpose was fulfilled. A family climbed into their minivan, buckling up for a road trip. As they merged onto the freeway, our tie rod worked silently, ensuring stability and responsiveness. The driver smiled, feeling the road through the steering wheel. The tie rod's journey had led to this moment—a seamless drive, a safe turn, and the promise of many more miles ahead.

## Epilogue: CTR's Commitment to Education

As the sun dipped below the horizon, casting a warm glow on the CTR America factory, our tie rod felt a new sense of purpose. It had steered countless cars, but now it yearned to guide minds—the minds of future automotive enthusiasts and technicians.

Our company is committed to providing education to our Warehouse and Retail customers as well as seminars to our Shop Owners and Technicians. We would love to provide support to your amazing association as well either through training, sample parts, or marketing initiatives.

## Epilogue 2: CTR America's Legacy

CTR America, the manufacturer behind our tie rod, continued its tireless work. Their commitment to quality and reliability echoed through every part they produced. But our tie rod? It revealed in its newfound purpose, blissfully unaware of the intricate web connecting manufacturers, distributors, retailers, and repair facilities. And so, dear reader, the next time you grip your car's steering wheel, remember the unsung hero—the CTR tie rod—that silently guides you on your journey.

**Michael Rukov**, an accomplished Senior Executive with **15+ years of auto care industry experience**, has held leadership roles in sales, marketing, and product management. His impressive resume includes positions such as Director of Sales at IMR Inc., Partner at RepWorks Marketing, Regional Sales Manager at Continental Corporation VDO, and Director of Products and Marketing at One Stop Parts Source. Rukov co-founded and grew the Young Auto Care Networking Group (YANG), served on the Auto Care Association's Education Committee for 6 years, and currently holds the position of Vice-Chairman of the MarComm Committee. Recently, he joined **CTR America** as the **Director of Sales for North America**, where he will drive sales growth, build a team, and expand market share. [Rukov's](#) wealth of expertise makes him an ideal leader for CTR America's OE heritage.





## Vehicle Technology Trainer

**Model 610N**

The Vehicle Technology Trainer model 610N is a training vehicle based on a late-model, front-wheel drive Nissan Leaf automobile. It has been modified to allow for hands-on training on the live operation and troubleshooting of automotive systems and circuits.

### Components

- Traction Motor
- High Voltage Battery Pack
- Vehicle Control Module (VCM)
- Power Delivery Module
- Steering System
- Front Suspension System
- Front Brake System
- Front and Rear Lighting System
- Air Conditioning System
- Instrument Panel
- High Voltage Wiring Panels
- Level 1 Charger
- Factory Wiring Harness
- Fault Simulator
- Radio System



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# Webmaster Report



As CAT transitions to its new webpage and hosting service I will be slowly phasing out my involvement as webmaster. The transition has been in the works for close to 2 years and it is finally here. If the new website is not live by the time you read this, it will be soon.

We have all learned to incorporate YouTube and websites into our curriculum. I would like to share a few of my favorites with you.

Rick Escalambre's website. [www.Rlescalambre.net](http://www.Rlescalambre.net) Rick has put a ton of time, research, and energy into the information he gives away for free on his website.

Driveline Master YouTube Channel. You can find quality videos on transmission and drivetrain theory, operation, and repairs. There is also electrical and Pico or uScope training and other repairs. The URL is: <https://www.youtube.com/drivelinemaster>.

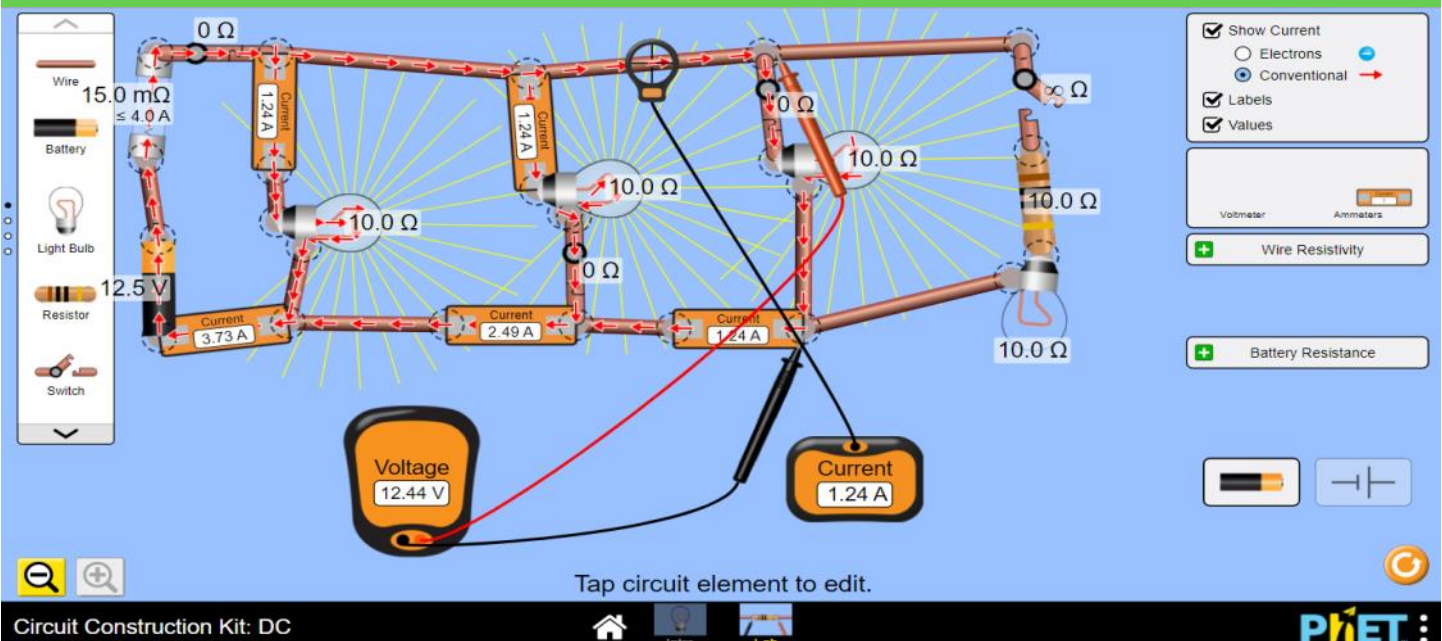
The Engineering Mindset YouTube Channel. This channel has a lot of electrical and electronic videos that meet my standards. <https://www.youtube.com/@EngineeringMindset>.

Learn Engineering from the Lesics YouTube Channel covers a broad range of topics. The automotive videos and animations are well done. <https://www.youtube.com/@Lesics>.

PHET.Colorado.edu has a lot of great interactive training. I specifically like the "Circuit Construction Kit: DC" interactive simulator. You can go to <https://phet.colorado.edu> for a full choice of interactive simulators or you can go directly to the circuit construction kit with this URL: [https://phet.colorado.edu/sims/html/circuit-construction-kit-dc/latest/circuit-construction-kit-dc\\_en.html](https://phet.colorado.edu/sims/html/circuit-construction-kit-dc/latest/circuit-construction-kit-dc_en.html)

I know I have a lot more and I'm sure you have your own favorites, these are a few of mine that I wanted to share with you.

Tom Broxholm is a former instructor at Skyline College, a longtime member of CAT, and the CAT Webmaster. He loves teaching PicoScope classes and creating videos which can be found at <https://www.youtube.com/@DrivelineMaster>





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## Newsletter Editor Report

### Changes

You may have noticed a slight update in the front page of this newsletter. This is the result of a recent effort to update CAT's logos. The modernization attempted to pay homage to our heritage and our state's diversity, while retaining connections to the industry we serve. Can you tell which California cities are represented by the stars?

### Delays

This is the first Spring newsletter which has been published in the past few years, with 2022 and 2023 being combined for Spring and Fall. There always seem to be delays in publishing, some as a result of my regular job and some because I have to wait for content from others. As it was, we were not able to publish this one before the Spring Conference in Monterey but slightly after.

### The Future

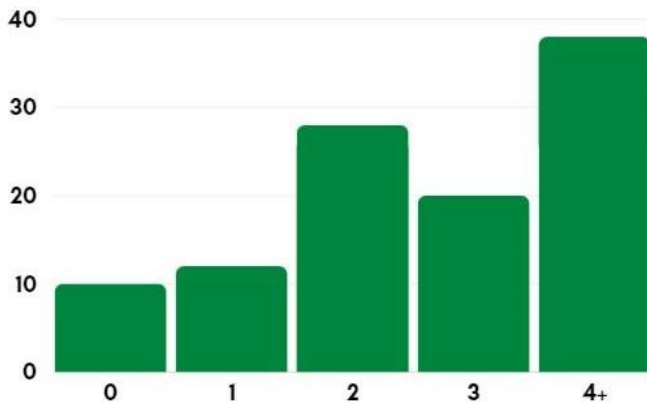
The new logos I mentioned earlier were designed with the new website in mind. I have had some involvement in hopefully making the website more user-friendly and hope you all will test it out for us. The Contact page is up and running, and ready for any comments or questions you have for the CAT Board. You can also send newsletter-related comments and questions to [donal@cos.edu](mailto:donal@cos.edu).



*You cannot teach to an empty seat.*

With over 4,300 unfilled positions at California’s new vehicle dealers last year, it is a critical time for the [California New Car Dealers Association Foundation](#) to partner with educators and students to ensure the next generation of auto technicians receive support and resources to thrive in this lucrative field. At the CNCDA Foundation, we join together with nearly 1,300 new car and truck dealerships across the state to strengthen our footprint by supporting the talented young people who are excited to join our industry.

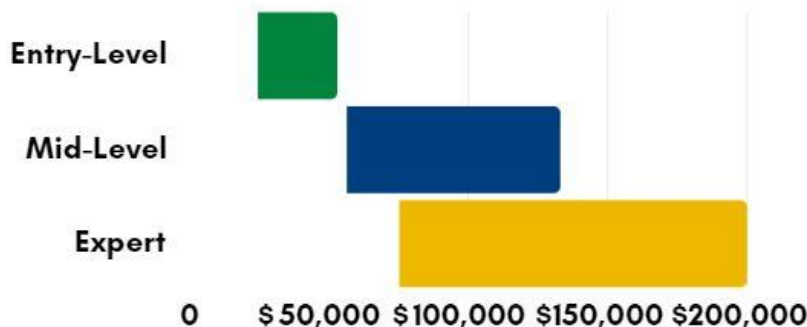
**Technicians needed in the next 12 months at an average dealership:**



**Severe Shortage**  
each dealership needs  
**3 technicians**  
on average in California.

The mission of the CNCDA Foundation is to create career pathways for highly skilled automotive service professionals throughout California. We achieve our mission as the statewide champion in supporting automotive tech training through dynamic and accessible programming.

**Salary range for technicians:**



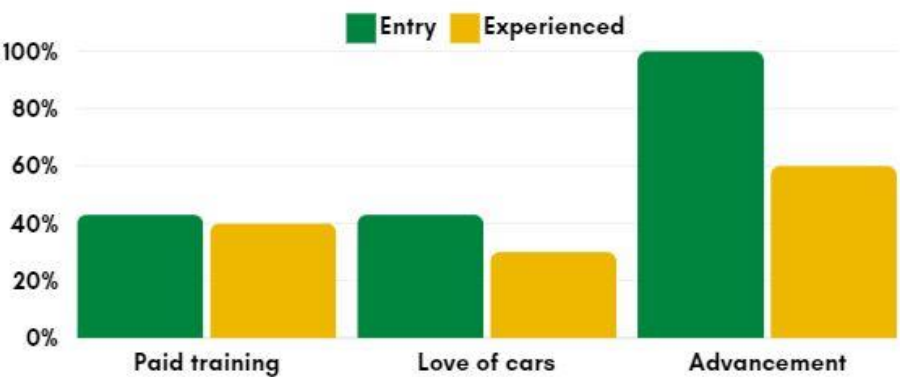
Through our mission-focused work, CNCDA Foundation has a shared commitment to inspire the next generation of students by connecting educators and young people with automotive industry professionals through our *Automotive Technology Career Days*. This year, we have auto tech career awareness events scheduled for high school students and dealership job fairs dedicated to college students. Please join us and share this exciting [2024 lineup](#) with your network and regional partners.



It is critical that we remove barriers to access and continue to provide financial support to our brightest student technicians in the community. California Community College students who are 18+ and enrolled in automotive technology classes are eligible to earn [\\$1,000 in scholarships](#) to assist with books, tools, tuition, and more. With many community college students eligible for the [California Promise Grant](#), which covers tuition and books, having an extra \$1,000 goes a long way to paying for industry recognized certifications and building your tool set.

We recognize that cultivating young people and keeping them as valued and engaged automotive service professionals cannot be handled in a transactional way. The [CNCDA Foundation Mentorship Plan](#) for scholarship winners is a comprehensive strategy for engagement and retention. Student recipients are asked to commit to one hour a month to participate at the new car or truck dealership that sponsored the scholarship.

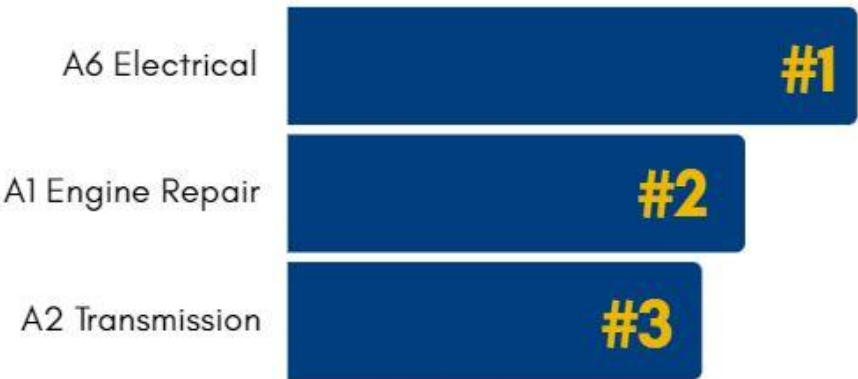
### Top 3 benefits of working at dealerships by technicians:



*And it all starts with just one inspired student.*

Check out CNCDA Foundation’s resources for automotive educators at <https://www.cncdafoundation.org/educator-resources>.

### Top 3 Rated Certifications by Managers:







# CARS FOR SCHOOLS PROGRAM

## VEHICLES RETIRED BY THE CONSUMER ASSISTANCE PROGRAM ARE AVAILABLE FOR INSTRUCTIONAL PURPOSES

### SCHOOLS WILL NOT BE CHARGED FOR USE OF VEHICLES

- Transportation to the school and back to the dismantler must be arranged by the school at its own cost.
- Vehicles must be returned to the dismantler by May 30, 2025. However, they may be returned or exchanged earlier depending on availability.
- Schools must sign a memorandum of understanding with BAR.

### INSTRUCTORS CAN USE THESE VEHICLES TO

- Teach mechanical and auto body repair techniques.
- Design troubleshooting activities for students.
- Disassemble systems as needed to demonstrate principles of operation.

### STUDENTS CAN GAIN HANDS-ON EXPERIENCE

- Assembling, disassembling, and troubleshooting vehicles as needed to complete assignments.



FOR MORE INFORMATION, PLEASE CONTACT:  
**CARS FOR SCHOOLS**  
**BUREAU OF AUTOMOTIVE REPAIR**  
 10949 NORTH MATHER BLVD.  
 RANCHO CORDOVA, CA 95670  
 PHONE: (916) 403-8800  
 EMAIL: [CARSFORSCHOOLS@DCA.CA.GOV](mailto:CARSFORSCHOOLS@DCA.CA.GOV)



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# ASCEF SCHOLARSHIP AND DONATION OPPORTUNITIES



Every year, the Automotive Service Councils Educational Foundation (ASCEF) awards scholarships ranging from \$500 - \$1,000. These scholarships have been instrumental in helping recipients create rewarding careers in automotive technologies.

**Accepting scholarship applications August - March.**

To be eligible for these scholarships, an applicant must be a:

- California high school senior who plans to enroll in post high school technical and academic training or
- California college under-graduate in the automotive service field.

## WE TURN CARS INTO CAREERS

ASCEF is a nonprofit corporation that turns donated cars into education and training, scholarships, and other industry inspired programs for individuals wanting to get into the automotive service field.

To learn more, visit us online at [asc-ef.org](http://asc-ef.org).

To apply, visit [automotivescholarships.com](http://automotivescholarships.com)



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[vargs2523@aol.com](mailto:vargs2523@aol.com)

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[wlucko@pasadena.edu](mailto:wlucko@pasadena.edu)

### **EXHIBITOR CONTACT:**

Wendy Lucko, Pasadena City College  
[wlucko@pasadena.edu](mailto:wlucko@pasadena.edu)

### **NEWSLETTER:**

Donal Howell, College of the Sequoias  
[donalh@cos.edu](mailto:donalh@cos.edu)

### **WEBMASTER:**

Tom Broxholm, Skyline College  
[tom@calautoteachers.com](mailto:tom@calautoteachers.com)

The CAT Newsletter is always looking for technical articles and advertisements! The deadline for submitting articles and ads is March 25th for the spring issue and October 1st for the fall issue. Articles should be submitted in Word. It is preferred that ads be submitted in JPEG or EPS formats, PDF will work but sometimes the text is distorted once it is placed into the newsletter. The cost and sizes for advertisements can be found on our Website.

**California Automotive Teachers was founded in 1966 by these five visionaries:**

**Orville Page and James Kenley of Reedley College, Norm Gibbs and**

**Mel Edwards of Chabot College, and Bob Barkhouse of Yuba College.**

[www.calautoteachers.com](http://www.calautoteachers.com)

**CAT Conference Fall 2024**  
**will be hosted by**  
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