



Release Of Updated Apprenticeship Curriculum Standard	
Trade Name(s) and Code(s)	<ul style="list-style-type: none"> <li>• 310B Auto Body and Collision Damage Repairer (Levels 1, 2 and 3)</li> <li>• 310Q Auto Body Repairer (Level 1 &amp; 2 only)</li> </ul>
Implementation Date of New Standard	<ul style="list-style-type: none"> <li>• September 1, 2016, released as version V 300</li> </ul>
Implementation Plan	<ul style="list-style-type: none"> <li>• Apprentices who began their apprenticeship on the former 2006 Curriculum Standard can complete their program using that standard.</li> <li>• All apprentices with initial training agreements registered on or after September 1, 2016 must be trained to the new standard.</li> </ul>
Impact on Training Standard	<ul style="list-style-type: none"> <li>• None</li> </ul>
Curriculum Standard Access	<p>Upon September 1, 2016 implementation:</p> <ul style="list-style-type: none"> <li>• The new Curriculum Standard will be available on the Ontario College of Trades website.</li> </ul>
Content Changes	<p><b>Level 1:</b></p> <ul style="list-style-type: none"> <li>▪ Rationale: Major content changes made throughout document driven by industry changes including technological changes</li> <li>▪ Under <b>Applied Mechanical:</b> <ul style="list-style-type: none"> <li>○ <i>Personal Computer Skills</i> replaced by <i>Applied Computer Skills</i></li> <li>○ <i>Circuit Repair and Protection Devices</i> replaced by <i>Steering and Suspension Systems</i></li> </ul> </li> </ul> <p>Content references the <b>Auto Body &amp; Collision Damage Repairer</b> Apprenticeship Training Standard released in 2015.</p> <p><b>Level 2:</b></p> <ul style="list-style-type: none"> <li>▪ Rationale: Major content changes made throughout document (highlighted in yellow) driven by industry changes including technological changes</li> <li>▪ Under <b>Welding:</b> <ul style="list-style-type: none"> <li>○ Now ONLY two reportable subjects: <i>Gas Metal Arc Welding (GMAW)</i> and <i>Squeeze Type Resistance Spot Welding (STRSW)</i>; <i>Shield Metal Arc Welding (SMAW)</i> was removed</li> </ul> </li> <li>▪ Under <b>Plastic Repair:</b> <ul style="list-style-type: none"> <li>○ RENAMED Reportable subjects to: <i>Plastic Fundamentals</i>, <i>Non-reinforced Plastics</i> and <i>Rigid Reinforced Plastics</i></li> </ul> </li> </ul>



	<ul style="list-style-type: none"><li>▪ Under <b>Applied Mechanical</b>:<ul style="list-style-type: none"><li>○ <i>Basic Electrical Systems</i> (removed 'Vacuum')</li><li>○ Some content was borrowed from the Automotive Service Technician 2010 Curriculum Standard</li></ul></li></ul> <p>Content references the <b>Auto Body &amp; Collision Damage Repairer</b> Apprenticeship Training Standard released in 2015.</p> <p><b>Level 3:</b></p> <ul style="list-style-type: none"><li>▪ Rationale: Major content changes made throughout document (highlighted in yellow) driven by industry changes including technological changes</li><li>▪ <b>Alignment</b> was renamed include to <b>Steering, Suspension and Alignment</b><ul style="list-style-type: none"><li>○ <i>To include Steering and Suspension</i></li></ul></li><li>▪ Under <b>Applied Mechanical</b>:<ul style="list-style-type: none"><li>○ Reportable Subjects were re-ordered</li><li>○ <i>Electrical Fundamentals</i> replaced by <i>Applied Electrical Schematics and Component Location</i></li><li>○ Some content was borrowed from the Automotive Service Technician 2010 Curriculum Standard</li></ul></li></ul> <p>Content references the <b>Auto Body &amp; Collision Damage Repairer</b> Apprenticeship Training Standard released in 2015.</p>
<b>Hour Changes</b>	<p><b>Level 1 (3 hours re-allocated)</b></p> <ul style="list-style-type: none"><li>○ Body, Frame and Structure: Decreased by 3</li><li>○ Refinishing: remained the same</li><li>○ Applied Mechanical: Increased by 3</li></ul> <p>Rationale: The Working Group felt an increase in Applied Mechanical due to recent changes in technology.</p> <p><b>Level 2 (10 hours re-allocated)</b></p> <ul style="list-style-type: none"><li>○ Welding: Decreased by 6</li><li>○ Refinishing: Increased by 6</li><li>○ Plastic Repair: remained the same</li><li>○ Body and Structure: Decreased by 3</li><li>○ Applied Mechanical: Increased by 3</li></ul> <p>Rationale: The Working Group felt an increase in Applied Mechanical due to recent changes in technology.</p> <p><b>Level 3 (9 hours re-allocated)</b></p> <ul style="list-style-type: none"><li>○ Damage Analysis and Estimating: Decreased by 3</li></ul>



	<ul style="list-style-type: none"><li>○ Body, Frame and Structure: Increased by 3</li><li>○ Structural Panel Replacement: remained the same</li><li>○ Steering, Suspension and Alignment: Increased by 3</li><li>○ Refinishing: Increased by 3</li><li>○ Applied Mechanical: Decreased by 6</li></ul>
<b>General Notes</b>	There was a redistribution of 31 total hours from theory to practical. The Working Group determined there was a greater need for practical hours to properly train on the various emerging technologies in the trade.