## Release Of Updated Apprenticeship Curriculum Standard

| Trade Name(s) and Code(s) | • 310B Auto Body and Collision Damage Repairer (Levels 1, 2 and 3)  
<table>
<thead>
<tr>
<th></th>
<th>• 310Q Auto Body Repairer (Level 1 &amp; 2 only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation Date of New Standard</td>
<td>• September 1, 2016, released as version V 300</td>
</tr>
</tbody>
</table>
| Implementation Plan      | • Apprentices who began their apprenticeship on the former 2006 Curriculum Standard can complete their program using that standard.  
|                          | • All apprentices with initial training agreements registered on or after September 1, 2016 must be trained to the new standard. |
| Impact on Training Standard | • None |
| Curriculum Standard Access | Upon September 1, 2016 implementation:  
|                          | • The new Curriculum Standard will be available on the Ontario College of Trades website. |
| Content Changes          | Level 1:  
|                          | ▪ Rationale: Major content changes made throughout document driven by industry changes including technological changes  
|                          | ▪ Under **Applied Mechanical:**  
|                          | o *Personal Computer Skills* replaced by *Applied Computer Skills*  
|                          | o *Circuit Repair and Protection Devices* replaced by *Steering and Suspension Systems*  
|                          | Content references the **Auto Body & Collision Damage Repairer** Apprenticeship Training Standard released in 2015.  
|                          | Level 2:  
|                          | ▪ Rationale: Major content changes made throughout document (highlighted in yellow) driven by industry changes including technological changes  
|                          | ▪ Under **Welding:**  
|                          | o Now ONLY two reportable subjects: *Gas Metal Arc Welding (GMAW)* and *Squeeze Type Resistance Spot Welding (STRSW)*; *Shield Metal Arc Welding (SMAW)* was removed  
|                          | ▪ Under **Plastic Repair:**  
|                          | o RENAMED Reportable subjects to: *Plastic Fundamentals, Non-reinforced Plastics* and *Rigid Reinforced Plastics* |
- Under **Applied Mechanical**:
  - *Basic Electrical Systems* (removed ‘Vacuum’)
  - Some content was borrowed from the Automotive Service Technician 2010 Curriculum Standard
Content references the **Auto Body & Collision Damage Repairer** Apprenticeship Training Standard released in 2015.

**Level 3:**
- Rationale: Major content changes made throughout document (highlighted in yellow) driven by industry changes including technological changes
- **Alignment** was renamed include to **Steering, Suspension and Alignment**
  - To include **Steering and Suspension**
- Under **Applied Mechanical**:
  - Reportable Subjects were re-ordered
  - *Electrical Fundamentals* replaced by *Applied Electrical Schematics and Component Location*
  - Some content was borrowed from the Automotive Service Technician 2010 Curriculum Standard
Content references the **Auto Body & Collision Damage Repairer** Apprenticeship Training Standard released in 2015.

**Hour Changes**

**Level 1 (3 hours re-allocated)**
- Body, Frame and Structure: Decreased by 3
- Refinishing: remained the same
- Applied Mechanical: Increased by 3
  - Rationale: The Working Group felt an increase in Applied Mechanical due to recent changes in technology.

**Level 2 (10 hours re-allocated)**
- Welding: Decreased by 6
- Refinishing: Increased by 6
- Plastic Repair: remained the same
- Body and Structure: Decreased by 3
- Applied Mechanical: Increased by 3
  - Rationale: The Working Group felt an increase in Applied Mechanical due to recent changes in technology.

**Level 3 (9 hours re-allocated)**
- Damage Analysis and Estimating: Decreased by 3
<table>
<thead>
<tr>
<th>Subject</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body, Frame and Structure</td>
<td>Increased by 3</td>
</tr>
<tr>
<td>Structural Panel Replacement</td>
<td>Remained the same</td>
</tr>
<tr>
<td>Steering, Suspension and Alignment</td>
<td>Increased by 3</td>
</tr>
<tr>
<td>Refinishing</td>
<td>Increased by 3</td>
</tr>
<tr>
<td>Applied Mechanical</td>
<td>Decreased by 6</td>
</tr>
</tbody>
</table>

**General Notes**

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.