



Release Of Updated Apprenticeship Curriculum Standard	
Trade Name(s) and Code(s)	<ul style="list-style-type: none"> • 310B Auto Body and Collision Damage Repairer (Levels 1, 2 and 3) • 310Q Auto Body Repairer (Level 1 & 2 only)
Implementation Date of New Standard	<ul style="list-style-type: none"> • September 1, 2016, released as version V 300
Implementation Plan	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • None
Curriculum Standard Access	<p>Upon September 1, 2016 implementation:</p> <ul style="list-style-type: none"> • The new Curriculum Standard will be available on the Ontario College of Trades website.
Content Changes	<p>Level 1:</p> <ul style="list-style-type: none"> ▪ Rationale: Major content changes made throughout document driven by industry changes including technological changes ▪ Under Applied Mechanical: <ul style="list-style-type: none"> ○ <i>Personal Computer Skills</i> replaced by <i>Applied Computer Skills</i> ○ <i>Circuit Repair and Protection Devices</i> replaced by <i>Steering and Suspension Systems</i> <p>Content references the Auto Body & Collision Damage Repairer Apprenticeship Training Standard released in 2015.</p> <p>Level 2:</p> <ul style="list-style-type: none"> ▪ Rationale: Major content changes made throughout document (highlighted in yellow) driven by industry changes including technological changes ▪ Under Welding: <ul style="list-style-type: none"> ○ 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 ▪ Under Plastic Repair: <ul style="list-style-type: none"> ○ RENAMED Reportable subjects to: <i>Plastic Fundamentals</i>, <i>Non-reinforced Plastics</i> and <i>Rigid Reinforced Plastics</i>



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



	<ul style="list-style-type: none">○ Body, Frame and Structure: Increased by 3○ Structural Panel Replacement: remained the same○ Steering, Suspension and Alignment: Increased by 3○ Refinishing: Increased by 3○ Applied Mechanical: Decreased by 6
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.