# California Automotive Teachers

Spring/Fall 2023

Issue #59

# CAT NEWS

www.calautoteachers.com

Newsletter Highlights

- CAT Vice President
- Updating to PicoScope 7
- Board Member Reports
- Conference Registration

## What's in this issue?



## The CAT Fall 2023 Conference is being hosted at LA Pierce College in Woodland Hills

- Please plan to join fellow members for workshops and exhibitors on October 20th & 21st, 2023!
- As George Hritz officially retired from the Executive Director position, the CAT Board has been unable to find a suitable replacement. This has led to the creation of an interim Executive Director Committee.
- Be sure to visit http://www.calautoteachers.com/conferences.html and pay your dues for the current fiscal year.
- For more information about the Executive Director Position and Committee, refer to current CAT By-laws.
- CAT members nominated Andrew McGee of Solano College as the incoming vice president.

*Please continue to look for emails and notifications from CAT. Together we will remain strong for Automotive Education in the state of California.*

**The California Automotive Teachers will meet at LA Pierce College for the Fall Conference on October 20th and 21st. We are looking forward to the interaction of our members.**

# President's Letter by Salvador Diaz

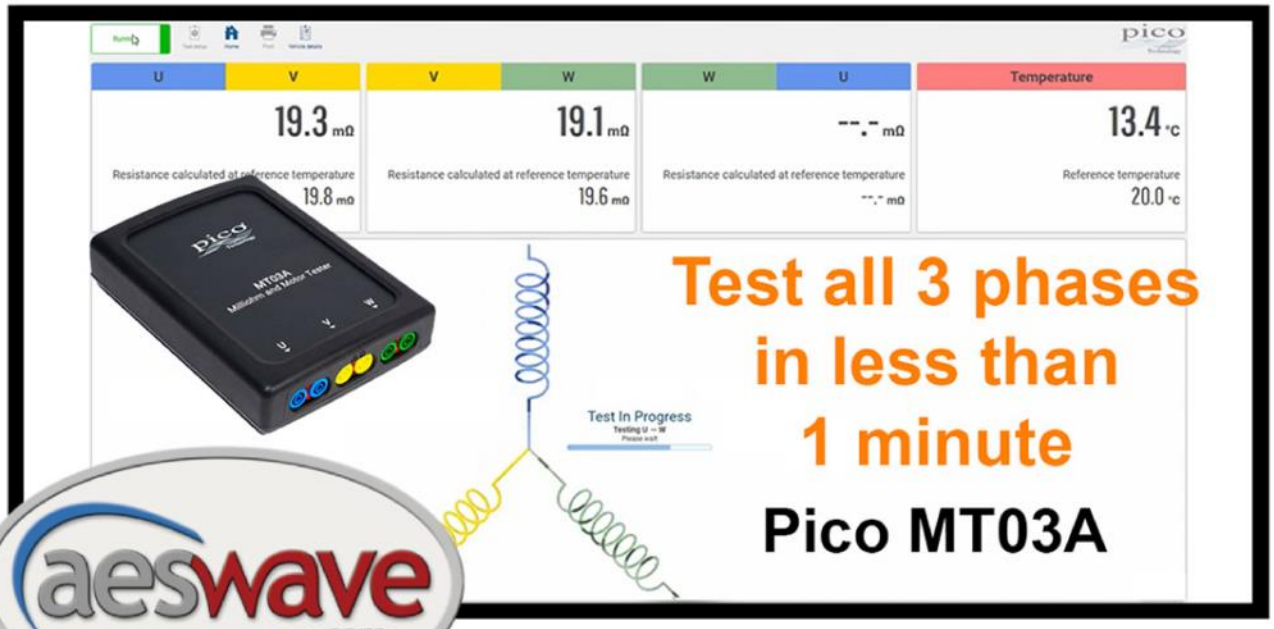
With the Spring 2023 conference a fading memory and the Fall 2023 conference swiftly approaching, I would like to take some time to again introduce myself. My name is Salvador Sanchez Diaz, and I took the role of Interim President last year and kicked off my 2-year presidency at the Spring conference. I've been teaching at Pasadena City College (PCC) since 2018 when I started as a temporary full-time instructor to cover for an injured instructor, and I'm currently finishing my 4th year of my tenure track. Believe me when I say these past four years have been long, wild, and crazy with COVID and our good ol' California fires! I'm pleased to say that I officially earned tenure last semester. What a relief! I'm incredibly proud and happy to work at PCC given that I am born and raised in Pasadena and am a PCC Auto Tech program alum! I couldn't see myself teaching anywhere else but PCC. GO LANCERS!!

In the PCC Auto program, I met my mentor and CAT Past President Wendy Lucko. I want to thank her for being supportive and mentoring me throughout my career. As a technician, I worked most of my career for BMW where I had the opportunity to drive and work on some pretty incredible (and quite expensive) cars. I also had the chance to work for Toyota towards the beginning of my career. I loved working at both dealers because I learned a lot, met a bunch of great people, and again got to drive some nice cars. Although I worked for BMW, I never owned one. I'm more of a Toyota man, but funny enough my fiancé owns a BMW and boy is she happy she met me (unlimited services Hajaha)!

My love of cars began when I was a kid walking in Old Town Pasadena with my dad and hearing the rumble of classic cars driving down the boulevard. As I grew older, I would help my dad work on his cars, mostly passing him tools and not really wrenching. Fast-forward a few years and that love still continues; it has evolved into a love of trucks and classic cars. I own a 1955 Oldsmobile Super 88 that I love cruising around in and a 2021 Toyota Tacoma 4x4 that I love taking off-roading, road tripping, and camping. But that's a story for another day.

I'm very excited to continue my presidency with CAT and can't wait for what's to come. As your president I've been working on revamping our web presence and integrating conference information, registration and membership tracking in one central place… our new website. I've been working on our new look and feel, including a revamped logo. I hope ya'll are happy with the results.

I look forward to seeing you all at the Fall Conference.

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# Executive Director Committee Report

FALL 2023

BAR Advisory Group Committee & Workshop Summary 7/20/23 by Jack Molodanof

**Legislation & Regulations.** The BAR presented the following legislative bills: The catalytic converter bills (AB 641, SB 55 & AB 1519); AB 1263 (Sunset Review); SB 301 (Aftermarket Conversion) SB 544 (Open meetings); SB 615 (Electric Vehicle Batteries) and SB 429 (Transportation Network Companies). Discussion surrounded AB 1263 Sunset Review and amendments. BAR regulations adopted recently include ARD application updates and citation and remedial training. Pending BAR regulations include smog check inspection equipment, CAP incentive increases and station requirements; vehicle safety systems inspection program and ARD registration renewal requirements. The vehicles safety inspection program generated many questions including whether the upcoming January 1, 2024 implementation date would be met. See link for presentation. www.bar.ca.gov/pdf/bag/202307/legislation-regulations.pdf

**Licensing Customer Service Update.** The print services for BAR licenses are outsourced to third party vendors. However, these vendors have experienced periodic technical and security issues resulting in interruption of print services to BAR licensees. Some BAR licenses are taking up to 6 months to be sent to the ARD. BAR is currently assessing the necessity of certain print jobs and exploring opportunities to minimize costs by transitioning to online services. BAR is developing a process that would enable an ARD to generate a copy of a license by accessing the BAR website. See link for presentation.
www.bar.ca.gov/pdf/bag/202307/license-printing.pdf

**UTI- Career Training.** The UTI presentation by Tess Dubois-Carey, regarding transportation, energy and skilled training was continued to the next BAR Advisory Committee meeting.

**Clean Cities Program.** Clean Cities provided a presentation regarding electric vehicle training and current challenges. The primary objective of Clean Cities is to reduce fossil petroleum in transportation and energy. Their vision involves collaborating with the auto repair to facilitate a smooth transition to electric vehicles by 2035. While they are capable of providing financial incentives for training, they lack dedicated facilities. They serve disadvantaged communities. During the discussion, several challenges were brought to light, including concerns with the electric grid, nonfunctioning charging stations and market conditions. See link for presentation. www.bar.ca.gov/pdf/bag/202307/clean-cities-program.pdf

**Cars for Schools.** Update on retired CAP vehicles being provided to publicly funded technical training programs operated by high schools, community colleges, regional occupational programs. Currently there are (32) schools that have agreements for BAR to provide retired CAP vehicles. In 2020, (56) vehicles were assigned to various schools. Future plans for enhancement of the program include increasing the number of participating schools, explore providing schools with discounted towing/transport and increasing the number of vehicles provided. See link for presentation. www.bar.ca.gov/pdf/bag/202307/cars-for-schools.pdf

*(Continued on page 5)*

*(Continued from page 4 - Executive Director)*

**Enforcement Licensing Modernization (ELM).** BAR has been working towards enhancing business services, striving to incorporate quicker and more user-friendly website services such as online applications, license changes and renewals. Unfortunately, the modernization project has experienced setbacks due to challenges arising from its complexity and the chosen vendor. To address these issues, BAR is exploring alternative options, one which involves considering a new vendor called SimpliGov, which is already successfully implemented by the DMV. See link for presentation. www.bar.ca.gov/pdf/bag/202307/ELM.pdf

**Smog Check Reports.** Annual smog assessment revealed that many vehicles that fail smog check are not repaired or repaired only temporarily. Vehicles certified by STAR station failed at lower rate compared to those certified at non-STAR stations. State wide the total number of smog stations decreased. Between, 2021-22, the total number of California smog check stations decreased by 1,000. To address these issues, BAR is recommending that a centralized testing program for pre-1996 be implemented with more frequent inspections (annual). See link for presentation. www.bar.ca.gov/pdf/bag/202307/smog-check-reports.pdf

**Enforcement Station.** The enforcement statistics, detailing consumer complaints received by BAR in different categories, are as follows: Engine Repair 33%; Auto Body 18%; General Repair/Maintenance 17%; Transmission 7%; Smog 6%; Used Car 5%; Vehicle Purchase 5% Unlicensed activity 2%; Towing and Storage 1%. See link for presentation. www.bar.ca.gov/pdf/bag/202307/enforcement-statistics.pdf

**Licensing Statistics.** There are a total of 34,703 automotive repair dealers in the state. See link for presentation. www.bar.ca.gov/pdf/bag/202307/licensing-statistics.pdf

**Public Comment.** Feedback from the public suggested that BAR should incorporate more real-life stories, enabling ARDs to grasp the industry's challenges on a deeper level, rather than solely relying on statistics.

**Next BAR Advisory Committee Meeting – October 19, 2023**

## 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 and another in June. There were many interesting pieces of information shared, including the announcement that CAWA would be partnering with TechForce Foundation to recruit students into automotive careers, with the automotive parts aftermarket being their key focus.

In addition to recruitment efforts, CAWA has also been working with the Auto Care Association on lobbying the Federal government. See the following article for more information.

*(Continued on page 6)*

(Continued from page 5 - Executive Director)

## CAWA Members Convene at the Nation's Capitol to Promote Right to Repair Legislation

Team CAWA was in full force at the Auto Care Association Fall Leadership Days and Legislative Summit on September 20-23 in Washington DC. CAWA members were ready to take action to advocate for the Right to Repair Act H.R. 906.

CAWA members attended educational sessions and legislative briefings as well as receptions on Capitol Hill where they mingled with members of Congress and their staff during the event. The culmination of the Summit was a full court press on Capitol Hill.

Summit attendees met with hundreds of Senate and House Members and their staff asking for their support and co-sponsorship of the Right to Repair Act. As a result of their efforts, H.R. 906 was granted a hearing in the House Energy and Commerce subcommittee on Innovation, Data and Commerce, showing movement and momentum in our effort to pass Right to Repair legislation.

Special thanks to all the CAWA members who took the time to attend the Legislative Summit, our Director of Government Affairs Jennifer Zins and thanks to our national partner, the Auto Care Association for putting on a top-notch event.


*A few of the CAWA Members attending the Summit*


*The Legislative Summit was informative and productive*

(Continued on page 7)

## FINAL REMINDER

The CAT Board has been recruiting for a new Executive Director during the past five years but none has been appointed. As a result, the CAT Board with the membership's approval will add "Executive Director Committee" to the CAT By-Laws. The language follows:

*If the Executive Director's position becomes vacant, and a replacement cannot be found: The CAT Board shall appoint a person to represent CAT on Automotive and Industry related Boards and Associations that are mutually beneficial to CAT and its membership. The Boards and Associations CAT is affiliated with are, but not limited to the following.*

*Automotive Service Councils of California (ASCCA): participate in Team Weekends and join relevant committees.*

*Bureau of Automotive Repair Advisory Group (BAG): participate in the quarterly Advisory Group meetings.*

*California Automotive Coalition (CalABC): attend the quarterly board meetings and participate in monthly conference calls.*

*California Industrial and Technology Education Association (CITEA): participate in the yearly conference.*

*California Automotive Wholesalers Association (CAWA): participate in the summer and winter educational forums and the fund-raising gala at the SEMA show.*

*California Department of Education (CDE): participate in the industry advisory committee meeting.*

*Legislative Lobbyist: Designate a person to establish a relationship with the lobbyist for ASCCA and CalABC to stay informed on legislative activities and attend CTE legislative committee hearings.*

*Capital Legislative Day: As many people as possible (at least one person) should attend the "Legislative Day" and participate in visiting legislators for the Industry and Career Technical Education.*

*Each person will submit an expense report to be reimbursed for travel expenses to the meetings to CAT Executive Treasurer at least twice a year.*

*Write an association report for the CAT Newsletter. The Newsletter editor will organize the reports into a single report for the Newsletter.*

*Give an Association report at all CAT Board meetings.*

The interim assignments will be:

ASCCA - Wendy Lucko who is a member of the ASCCA Board.

BAG - Ruben Parra who is a member of the advisory group.

CalABC - [Vacant] will be responsible for attending CalABC board meetings and monthly conference calls.

CITEA - we are looking for a CAT member who attends the CITEA conferences who could give a board report.

CAWA - Donal Howell has been appointed to the CAWA Board.

California Department of Education - Armando Hernandez who is a member of the Advisory Group and other committees.

Wendy will work with Jack Molodanof who is the legislative advisor for ASCCA and CalABC.

Wendy has attended the Capital Legislative Day in the past and plans to continue doing so.

# Why You Should Move to PicoScope 7

by Tom Broxholm

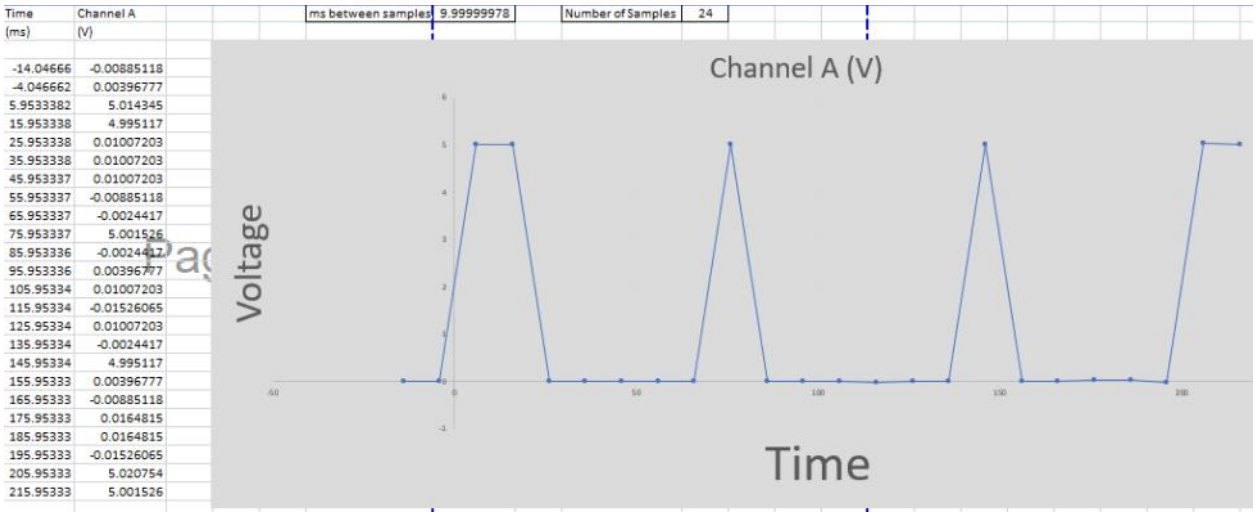
There are many reasons to take the plunge and dump PicoScope 6 and move to 7. Besides the fact that PicoScope 6 (PS6) will no longer be updated or supported, PicoScope 7 (PS7) has advancements and ease of use that outshines PS6. This article is going to outline what I think is the biggest reason to switch.

## Sampling

Sample rates are often measured as the sample interval, or the space between each digital sample. Each sample is a dot placed on a grid with lines drawn to connect the dots. This is how Pico displays the waveform.

## Under Sampling

If the software doesn't take enough dots or data points during the capture it will be under sampling. The dots will be too far apart to display an accurate waveform. Below is a square waveform that has been severely under sampled. Each data point is 9.9 milli-seconds from the next. The waveform is severely distorted with only 24 sample for the entire screen capture. This doesn't even look like a square waveform.



| Time (ms) | Channel A (V) |
|---|---|
| -14.04666 | -0.00885118 |
| -4.046662 | 0.00396777 |
| 5.9533382 | 5.014345 |
| 15.953338 | 4.995117 |
| 25.953338 | 0.01007203 |
| 35.953338 | 0.01007203 |
| 45.953337 | 0.01007203 |
| 55.953337 | -0.00885118 |
| 65.953337 | -0.0024417 |
| 75.953337 | 5.001526 |
| 85.953336 | -0.0024417 |
| 95.953336 | 0.00396777 |
| 105.95334 | 0.01007203 |
| 115.95334 | -0.01526065 |
| 125.95334 | 0.01007203 |
| 135.95334 | -0.0024417 |
| 145.95334 | 4.995117 |
| 155.95333 | 0.00396777 |
| 165.95333 | -0.00885118 |
| 175.95333 | 0.0164815 |
| 185.95333 | 0.0164815 |
| 195.95333 | -0.01526065 |
| 205.95333 | 5.020754 |
| 215.95333 | 5.001526 |

ms between samples: 9.99999978 | Number of Samples: 24

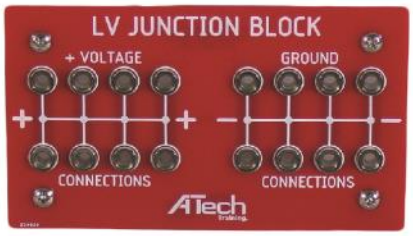


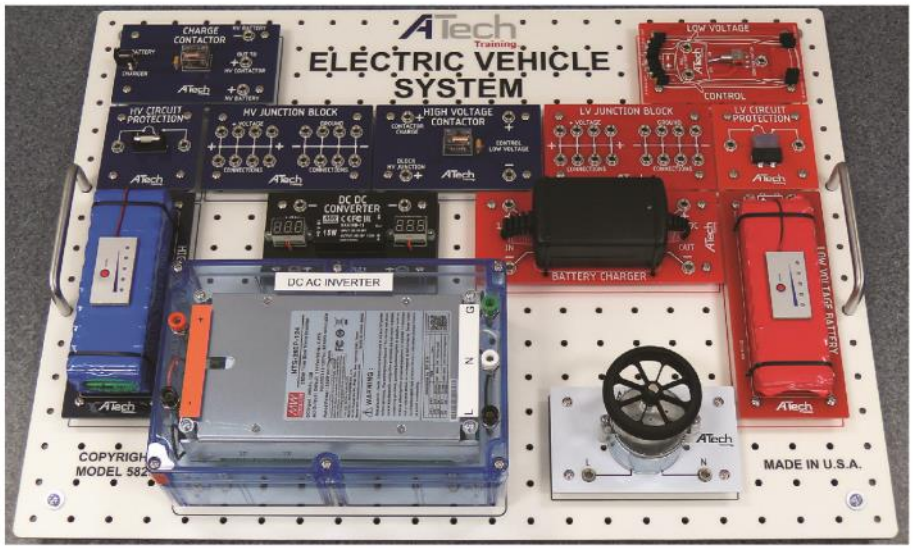
## Proper Sampling

The proper sampling interval should be between 1 and 10 microseconds. (1µs - 10µs). The exact same waveform sampled at the interval of 10 µs captured 20,004 sample data points which resulted in the following waveform. Notice the clean crisp corners on the square waveform.

(Continued on page 11)





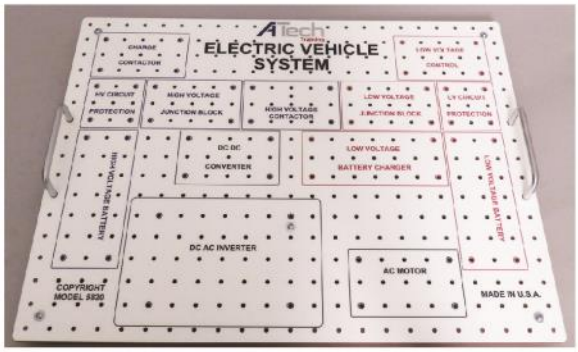

# Electric Vehicle System

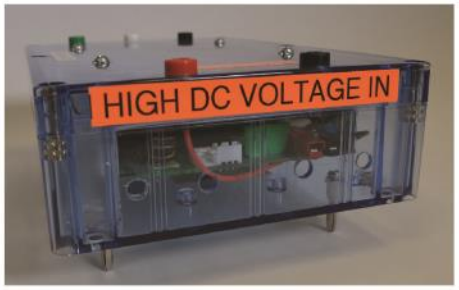
## Model 5820

The Electric Vehicle System trainer was developed to introduce your students to EV systems with simulated components that are found on today's electric vehicles. With low voltage simulation, this trainer introduces students to the fundamentals without the danger of working with active high-voltage systems. It allows you to build mock EV circuits that will engage and challenge your students.

**Features:**

- Simulated High Voltage Components (24V MAX)
- Wall Charging Capable
- Battery Monitoring
- Low Voltage and High Voltage Systems Included




**Specialized Components:**

- DC to AC Invertor
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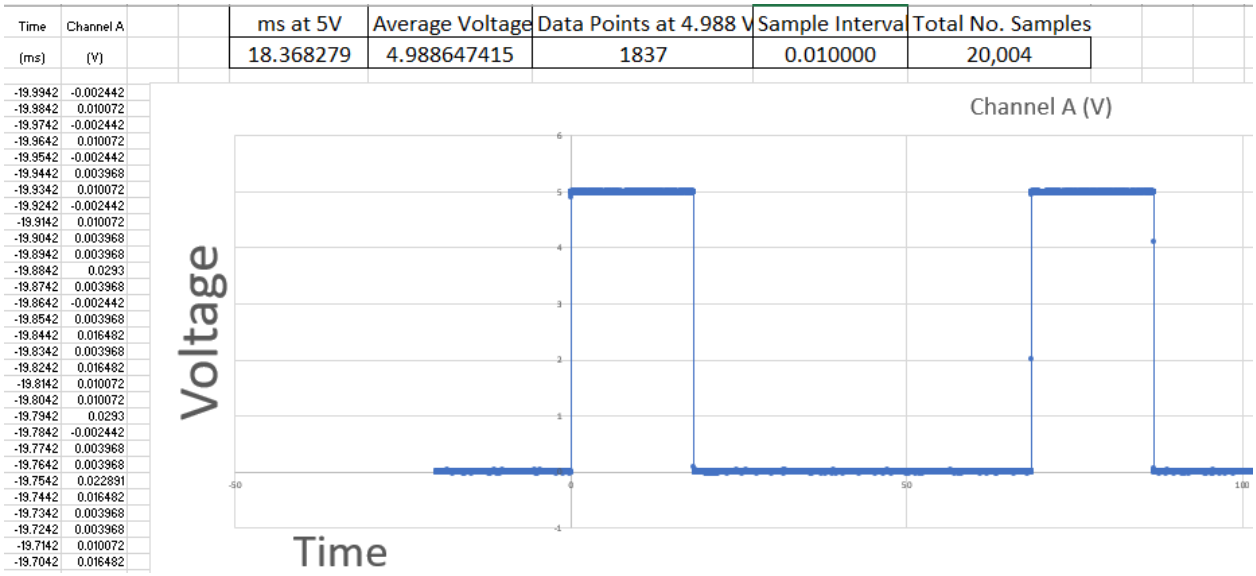



## Over sampling

Over sampling is simple. The scope is set to sample an excessive amount of data points beyond what is necessary to capture any glitch or to draw an accurate waveform. Additionally, unwanted noise is captured making it difficult to determine the true waveform. The saved datafile will be unnecessarily large.

## Sample Settings

All sample intervals change when the timebase is increased or decreased. When adding more time to your time base, more samples or data points will be needed to fill the screen to maintain the same sample interval. If the number of samples or data points are not added, the available number of samples will have to be spread out to compensate for the added time. This will increase the space between each sample data point, increasing the sample interval and possibly causing an under-sample circumstance. This is what happens with PS6, ultimately affecting the sample interval every time the timebase or sampling value is changed.

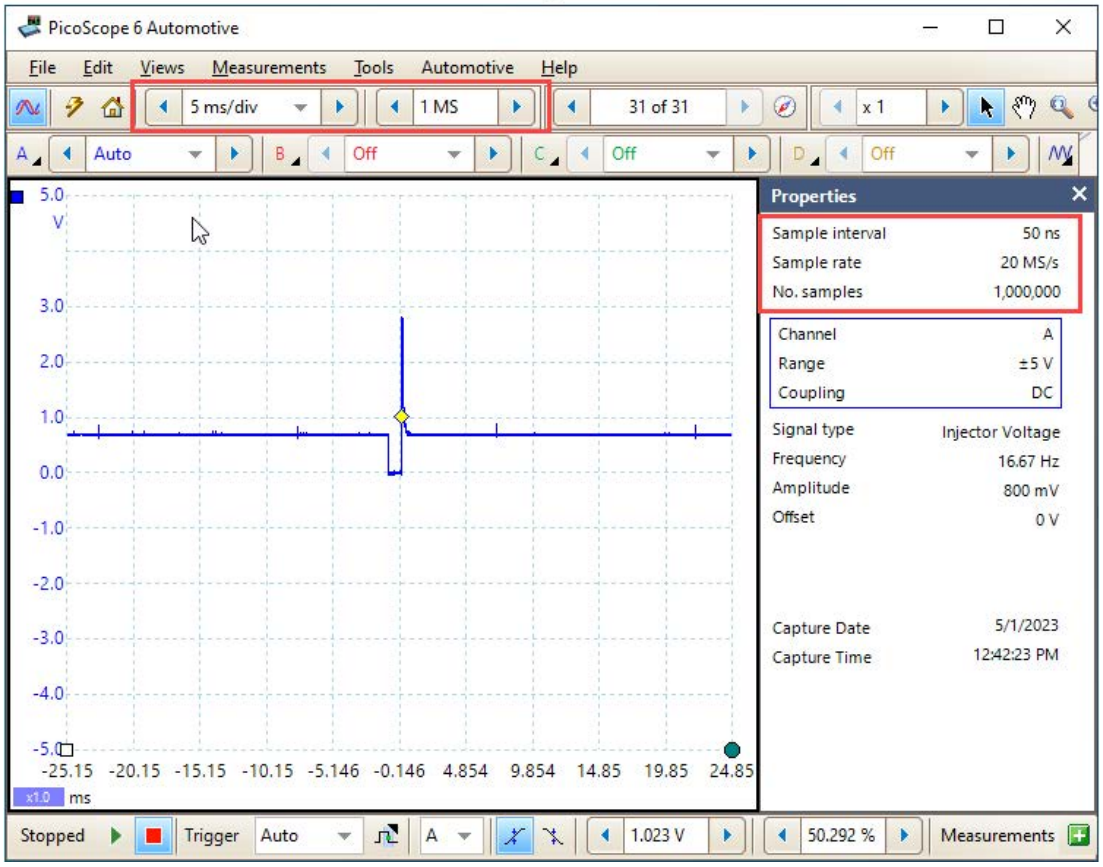
PS7 corrects this with their new “Sample Rate” setting. This setting automatically adjusts the number of samples on the screen regardless of the timebase. (Note: The sample interval will change slightly at the far ends of the timebase spectrum.)

## Summary

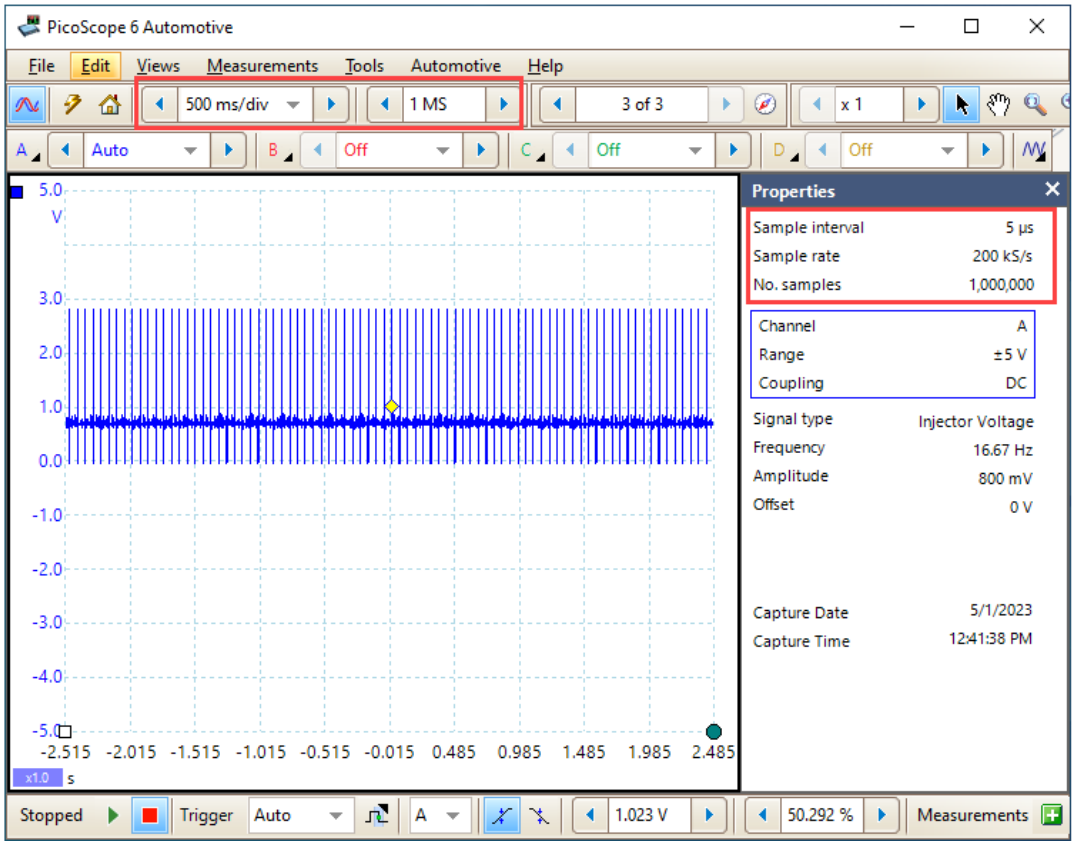
After comparing the screen shots and looking at the sampling intervals, it is clear to see that PS7 “Sample Rate” is superior to PS6 sampling. The user will consistently capture the correct waveform every time without over or under sampling just because the user wanted to change the timebase.

You can view a short video on sampling and PS7 on my YouTube channel “DrivelineMaster” This link will take you directly to the PS7 sampling video. https://youtu.be/RQsMPEAq35M

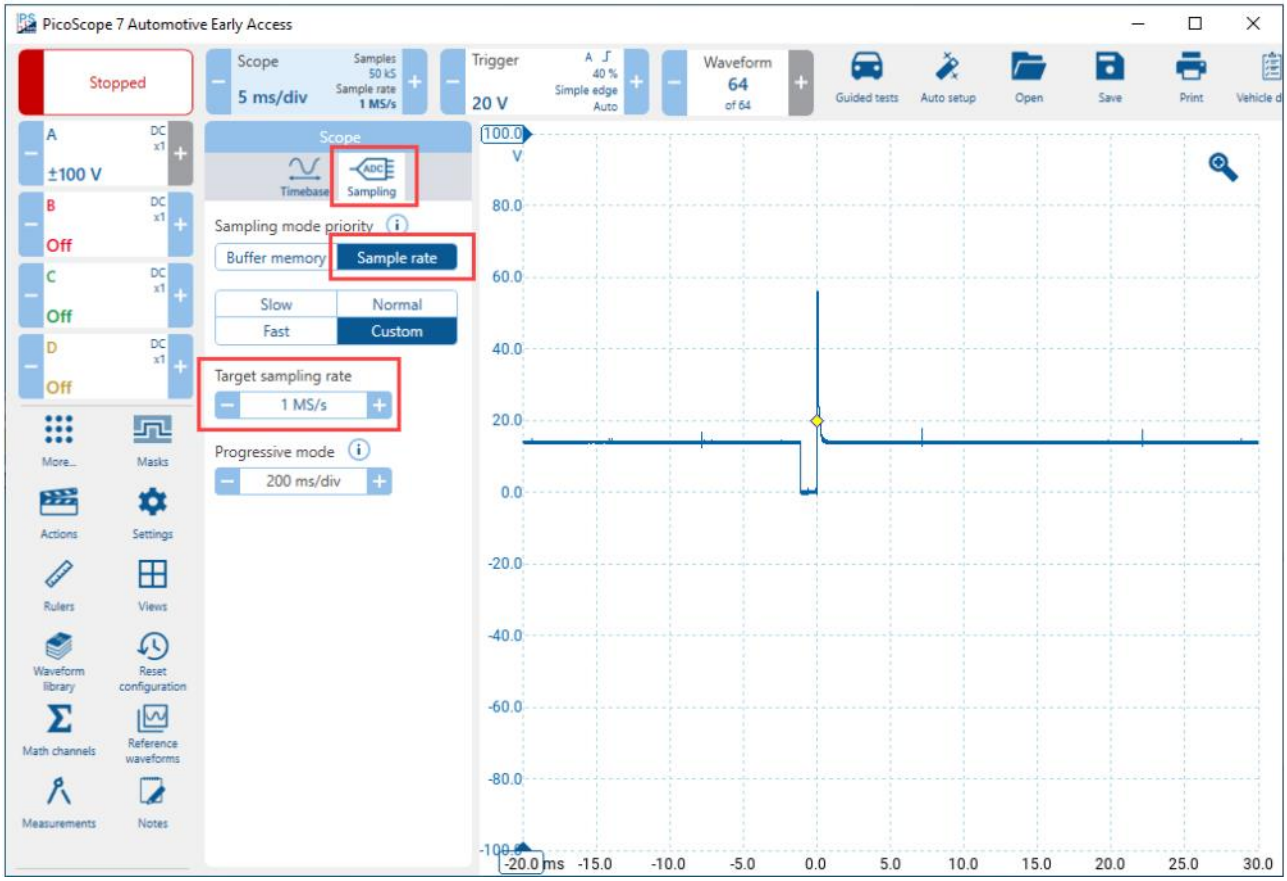
PS6 Screen Shot: 5 ms/div, 1MS Samples,
50 ns Sample Interval



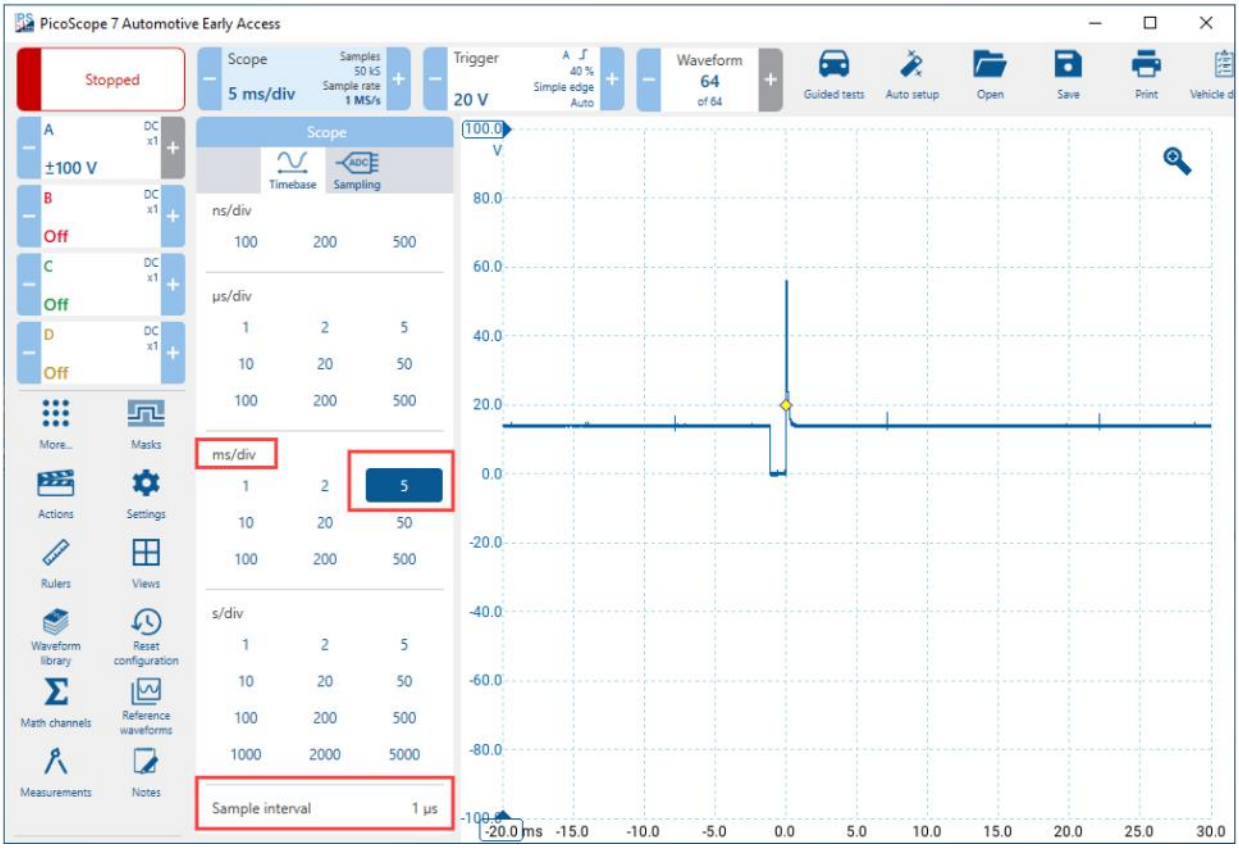

PS6 Screen Shot: 500 ms/div, 1MS Samples,
5 µ Sample Interval



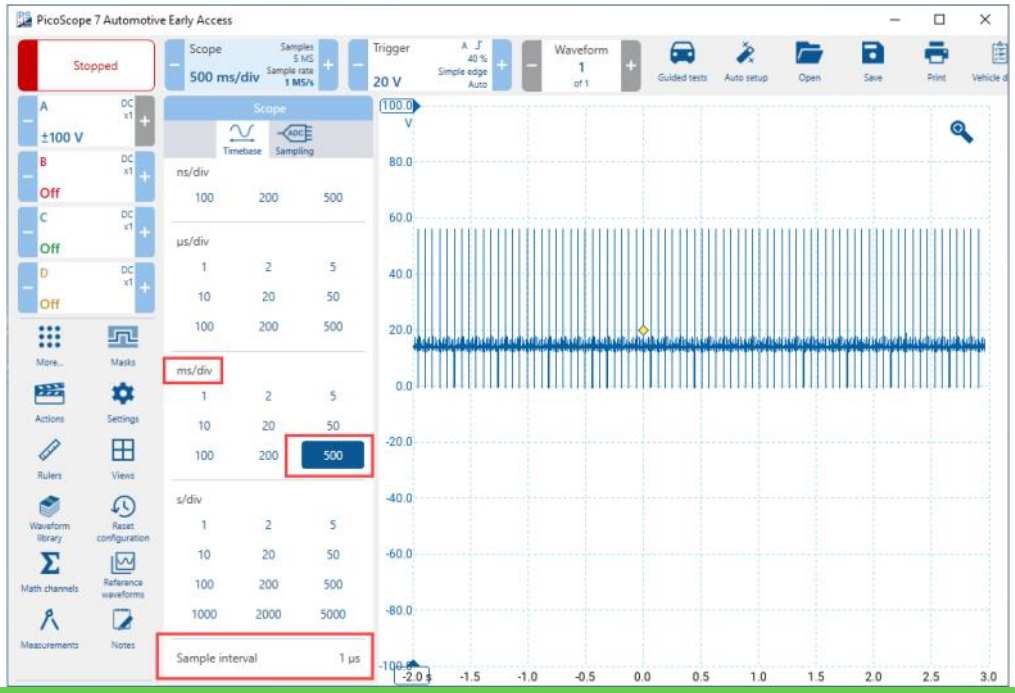
# PS7's New Sample Rate Setting. Set to a Target of 1MS/s




# PS7 Timebase Set to 5 ms/div. Sample Interval = 1 µs



PS7 Timebase Set to 500 ms/div. Sample Interval = 1 µs




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

# Newsletter Editor Report

## Welcome

If this is your first time reading the CAT newsletter, I want you to know all that goes into it comes from people like yourself. The efforts of the authors who write the articles come not from a desire for recognition, but from a need to share with others the things they have learned themselves. Isn't that what teachers are supposed to do?

## Connections

Can you think of the connections in your life and career which have shaped you into the person you are today? What shaping has taken place in the past year? For myself, I began a couple new things in the last year. One was an opportunity to be part of a textbook review, which is an eye opener, a behind the scenes view of something many of us use daily. The other was similar; helping write ASE test questions during a week-long workshop. Both opportunities came from connections I made through California Automotive Teachers.

## Challenges

We all have so much going on in our lives, but I challenge you to consider reaching out to your connections and try using your talents in a new area. One way is just to write a few thoughts or questions about one of your passions, and let them be published in future newsletters. Remember, this publication reaches hundreds of your peers throughout the state and beyond, who may benefit from your words. Send comments and questions to donalh@cos.edu.

# 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

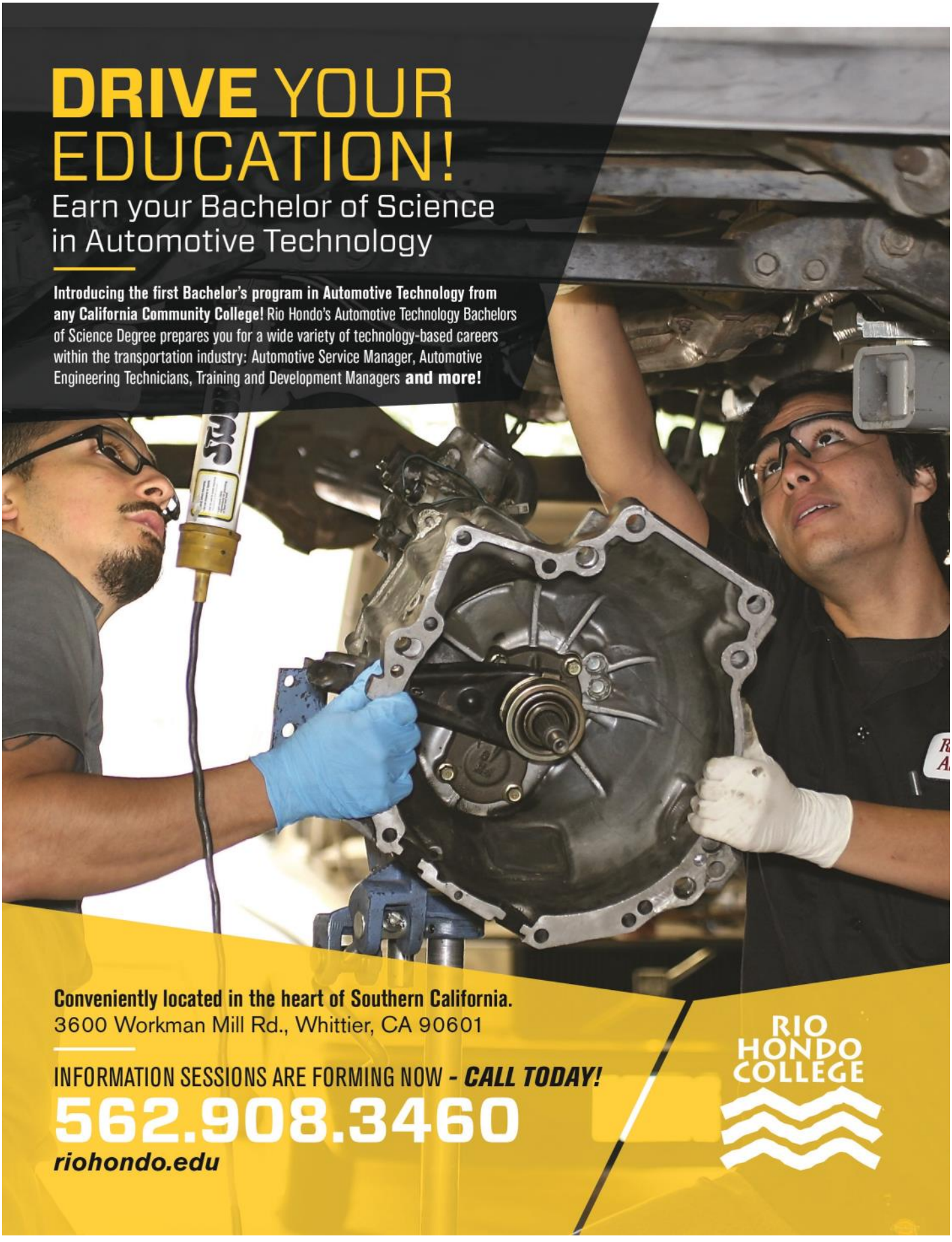
- Assembling, disassembling, and troubleshooting vehicles as needed to complete assignments.

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

BAR Bureau of Automotive Repair

STATE OF CALIFORNIA dca DEPARTMENT OF CONSUMER AFFAIRS

PDE_19-294 Revised 05/02/22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## Why Employers Should Look for ASE Entry-Level Certification

Businesses looking to hire entry-level vehicle service employees should ask if potential hires have earned ASE Entry-Level certification. By earning this first-step certification, prospective employees are indicating to employers that they have a substantial level of practical, knowledge-based readiness for the workforce.

“For students, ASE Entry-Level certification is a gateway to a career as a service professional, demonstrating to employers their potential to become a high-performing employee. Employers can be confident they are hiring someone who is knowledgeable and can hit the ground running as an entry-level employee,” said Tim Zilke, ASE president and CEO. “Hiring ASE Entry-Level certified employees also shows customers a commitment to service excellence, giving repair facilities an advantage in the marketplace.”

ASE Entry-Level certification tests are available for the automobile, collision repair/refinish and medium/heavy duty truck segments. ASE Entry-level certification is the first step in building career credentials as a service professional. The tests are intended for students in career and technical programs and are a predictable gauge for future success with ASE professional-level certifications.

“Students who are committed to earning ASE Entry-Level certification are career candidates who are showing their future employers that they are committed to careers in the transportation industry,” said Zilke. “These employees are also more likely to continue to take ASE certification tests to expand their areas of expertise, making them more valuable workers to a business.”

For more information about ASE Entry-Level certifications, visit www.ase.com/entry-level.

## ASE Announces New EV Standards and an EV Testing and Certification Program

The National Institute for Automotive Service (ASE) has announced the creation of **Electric Vehicle Technician/Shop Personnel Electrical Safety Standards**. The purpose of the standards is to provide guidance, document, and establish electrical safety requirements, standards, procedures, and safe work practices relating to the development of an electrically safe working area for service professionals in North America working on or around electrified vehicles (xEVs). The intent of these standards is to minimize exposure to these hazards and their associated impacts. These standards were developed in conjunction with vehicle manufacturers, aftermarket personnel and other electric industry subject matter experts. Visit **www.ase.com/ev** to see the standards.

“Technicians and service personnel must be properly trained to perform EV service and repairs. With the increasing popularity of electric vehicles, ASE has taken a proactive approach to support shops as they encounter more hybrid and EV repair opportunities,” said Tim Zilke, ASE president. “The new ASE EV testing and certification program was developed in conjunction with industry experts to help ensure that service professionals are well prepared to safely and effectively service these technologically advanced vehicles.”

In addition to the EV Standards, ASE has developed a new testing and certification program for all xEV vehicles including light duty and medium/heavy duty hybrid/electric vehicles (EV) based on the standards. This industry-developed program provides two options to certify shop owners and their

# 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.

To apply, visit automotivescholarships.com

ASCEF – Providing Educational Training Opportunities In The Automotive Industry – ASC Educational Foundation

ASCCA – Automotive Service Councils of California – Professionals in Automotive Service ~ Since 1940

Cars 4 Careers – Supporting Careers In Automotive Technology

**Head to the next page for more pictures from the Spring 2023 CAT Conference at the location seen below.**


## Spring 2023 Conference San Jose

# California Automotive Teachers

employees based on their involvement with EVs. The certification tests are in pilot testing now and plans are to launch them shortly.

The two tests that will be available are:

**xEV Electrical Safety Awareness Certification (Level One)**

This certification is designed for anyone who may encounter an EV in the workplace. This includes identifying individuals who perform tasks in proximity of electric powered vehicles in sales, service, repair and/or related environments. Level One individuals require high-voltage electrical safety awareness to identify the hazards and reduce the associated risks when working on or near electric vehicles (xEVs) and/or near high-voltage components of electric powered vehicles.

Skills performed by Level One individuals may include: operating (driving) an electric powered vehicle; performing maintenance and repairs not related to high-voltage systems or their components; handling non-high-voltage components of electric powered vehicles; and encountering electric powered vehicles and/or high-voltage components of electric powered vehicles while performing job-related tasks

**xEV Technician Electrical Safety Certification (Level Two)**

This certification is for service professionals, technicians or specialists who have received high-voltage electrical training; have demonstrated skills and knowledge related to the construction, operation and repair of electrically powered high-voltage vehicles; maintain an electrically safe working area and use required personal protective equipment (PPE). They have also received safety training to identify the hazards and reduce the associated risk.

Skills performed by Level Two repair professionals may include: evaluating and classifying the condition of the high-voltage battery and high-voltage electrical system; isolating the voltage from the high-voltage systems and checking the isolation from the supply; securing the high-voltage system against being activated; re-starting the high voltage system; performing general work on de-energized high-voltage systems and components; and assessing the risk of high-voltage vehicles that were involved in an accident.

To learn more about the new ASE light duty hybrid/electric certification program, visit **www.ase.com/ev**.

**About the National Institute for Automotive Service Excellence (ASE)**

Established in 1972 as a non-profit organization, the National Institute for Automotive Service Excellence (ASE) is a driving force in the transportation industry. As an independent third party, ASE upholds and promotes high standards of service and repair through the assessment, certification and credentialing of current and future industry professionals, and the prestigious ASE Blue Seal logo identifies professionals who possess the essential knowledge and skills to perform with excellence.

Today, there are approximately 220,000 ASE Certified professionals at work in dealerships, independent shops, collision repair shops, auto parts stores, fleets, schools and colleges throughout the country. ASE offers three options for testing and recertification: in-person testing conducted days, nights and weekends at more than 450 secured, proctored Prometric test centers; the ASE renewal app for recertification of unexpired automobile certifications (A1-A9); and ProProctor remote testing for online recertification of all ASE tests, excluding L1 and L2. For more information about ASE, visit www.ase.com.

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California Automotive Teachers

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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**

# CAT Conference
# Fall 2023
# Hosted by LA Pierce College
# October 20th & 21st, 2023

**Conference Information:**

Register for the Fall Conference by clicking the link below.

REGISTRATION