



Diesel Advisory Committee

Date: April 17, 2013

Called to order: 6:10pm

Adjourned: 7:15pm

Chairperson: Eric Leeman

Person completing report: Teresa Maynard

Members present from industry: Eric Leeman, Frank DiBenedetti, Simeon Hauptman

Members present from CNM: Michael Cranney, Robert Burkhard, Donna Fastle (VP Student Services), Vardis Gaus, Jim Gore, Theresa Torres (CNM Job Connection),

Next scheduled meeting: Sometime in September

I. Welcome/Introductions: Eric Leeman opened the meeting with welcomes and introductions.

II. Minutes: Motion made and minutes from October 18, 2012 were approved

III. Reports:

- Theresa Torres and her cohort Lisa Chacos-Knapp are out in the community to try and involve high schools in our CTE.
- Michael Cranney reported that our CTE Open House event brought over 2,000 middle and high school students to view and learn about CNM's Career Technical Education programs.
- We have one position change – Mr. Burkhard has gone from part-time Diesel instructor to a full-time Diesel Instructor.
- We still have a part time pool job posting out there – we are definitely looking for someone part time.
- Class availability would basically be a 7-8 week evening time class (6:00pm – 9:50pm) looking to hire in the summer time to start teaching in the fall.
- Because of space limitations, we decided to split into a day and evening program. The daytime program starts a cohort in the fall. The nighttime program starts a cohort in January. This is working out and reduces the stress load on the limited space and equipment that we have.

IV. Old Business

- Budget – I have to say I'm impressed. I haven't been told no on anything yet and usually springtime is when the no's start happening. Of course end of the fiscal year is end of June so we actually still have time to be told no.
- The 94 Kenworth will probably have it out on the road as soon as we can get a DOT inspection on it. It doesn't look like it will be going to truck driving. They will be getting a newer truck and the 94 Kenworth will stay with Diesel.

V. New Business

- Our internship program in December we sent 18 students out into the world. All of our students found someplace to work. 11 are currently employed working in the business. One of them went to the light duty side – he had done his shadow at Zangara, primarily trying to work on light duty diesels and ended up getting a position there.



- We have a student out at Inland Kenworth. Another one of our young ladies is gainfully employed in the heavy equipment shop at the Indian Reservation where she lives. We have a lot of good employment, got some people still looking. Unfortunately, one of our graduates got hurt and so he is not looking and may or may not ever return to a point of being functional.
- Our internship went by without a hitch. All of our students had a good time. All of the employers that I talked to spoke very highly of our students. We're very impressed. December is just a hard time to try and get people hired.
- We won't have an internship class this spring. However, at the end of our Fall term there should be about 13 students going out and looking for places to intern. The internship is a good program – you get a free week of their time and get to test them out.
- Inland Kenworth is building a new shop. Permits were approved by the city on the 11th. They hired a contractor out of Arizona that will only use local labor.
- Skills USA – we went through our in-house competition in January that went well. We selected three people to send to the state competition which was held earlier this month. One of our students managed to place 2nd in state, which is a huge step up from where we usually go. San Juan is the only other post-secondary program in the state and is a two year program – so they set the bar pretty high. Our guy came in 2nd but only by 4 points out of 300. Kris Haverstick took second.
- Equipment wise, we are doing great things. We are going to get a service truck sometime around June 30th. This will be used to travel to ATC to work on their heavy equipment.
- Diagnostic tooling - we are set up and operational with CAT ET compliments of the kind folks out at Wagner. We have full diagnostic capability on our DD15 engines using DDEXT software.
- Jim and Bob are currently being trained on Eaton automatic transmissions.
- Next fall, Caterpillar wants to re-establish our apprenticeship program. CAT will completely fill our class for us and they will have a dedicated cohort coming through starting this fall. We will run one set of students for Caterpillar and another set of students for the general population at CNM. Our CNM cohort will start in January. Our program is growing and one of our concerns is finding employment for our graduates. With the CAT program, half of our students are employed upon graduation. We are still producing between 15-20 graduates a year out of our regular program.
- Jim asked for industry feedback on the possibility of having at least one advisory meeting per year as a combination DETC & TRDR Advisory meeting. Our programs are getting a lot closer together and we feel that it would be beneficial to meet as a larger advisory committee and be able to discuss issues on a larger front. Hoping for outcome of two large truck driving companies who hire diesel equipment people as well as DETC companies that are trying to get mechanics who are qualified to drive your equipment for test drives. TRDR Advisories are held at lunchtime – Industry agrees to combine TRDR & DETC for the fall Advisories.
- Bob Burkhart wants to get the auto-shift transmissions incorporated into our Diesel program curriculum. Industry agrees that the more electronics that students are trained on, the better off they will be in industry.
- We are coming up on a shortage of technicians. Bob Eaton states that West Texas, and more specifically, Midland/Odessa area needs Diesel technicians. They are working off of a three week backlog.
- There are jobs out there for our students if they are willing to learn and listen, as well as keep an open mind. Learning doesn't stop when you graduate.
- The next hot topic is liquid natural gas and/or compressed natural gas. Unfortunately, the oil field industry is stealing those mechanics as soon as we can train them.
- Wagner is now offering a course in Industrial Power Generators – need technicians that can work on the generators.
- Bob wants to introduce more of the Cummins side of the house. All we have now is an old M-11 Cummins. He would like to buy a couple of ISX Engines for the program for tear downs when we do engine rebuilds. We do



teach tier 4 (lab & live vehicles). Our DD's do meet the compliance requirements in every way with the exception of the connectors.

- Wagner filled 51 technician positions last year and they still need another 71 positions.
- We have a new win-win opportunity: our 2006 Black Kenworth and 53' Trailer. The truck needed an end frame overhaul. Everything has been gone through. Goal is to have it up and running and get the DOT inspection next summer and then pass it on to Truck Driving.
- We also got a 53' refrigeration trailer that has absolutely nothing wrong with it. It's another opportunity for the DETC program to take the trailer to the TRDR program and get the students interested in both programs.
- Vardis just returned from a conference and spoke with a gentleman (Richard Clemente) who is one of the heads of the federal motor carry safety administration in Washington DC. Vardis told him about our dilemma of the correct definition of a Class B Truck. This is what he relayed: A tractor by itself is a class B truck – definition of federal motor-carry safety regulations of a single vehicle (26,000 pounds or more), towing a trailer with a GVW of less than 10,000 pounds. Cannot be used for testing purposes. Once the student has a class B, they can test drive a tractor on the highway.
- The cost of a Class B license for an in-district student is about \$650.00 (includes tuition, DOT physical and drug screen, books, CDL examiner fee, use of our truck for the test). Right now it takes 10 weeks, in the fall that will be reduced to 8 weeks. They will learn hours of service as well, so they will know how to keep a log book.

VI. Adjournment

- Motion to Adjourn @ 7:15pm