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I-CAR Update

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Technical Director
I-CAR Tech Centre
Appleton, WI



I-CAR Update

- Inter-Industry Conference on Auto-Collision Repair
- International Not-For-Profit (501c6) Collision Repair Training
- Founded in 1979
- Six industry segments; OEMs, collision repairers, insurance, education, tools and equipment, and related services.
- Volunteers
- Instructors
- Career and Technical Schools and Colleges



I-CAR Update

- I-CAR Industry Training Alliance
- Gold Class and Platinum
- Course Development
- Repair Procedures Initiative
 - Industry Segment Advisory Council (ISAC) and ETI



I-CAR Industry Training Alliance

- Expanded benchmark
- Self-study training
- Corporate or Sustaining Membership requirements
- Course fees
- I-CAR point-to-hours conversion recap
- Alliance student application and fees
- Privacy Policy
- New Logo



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I-CAR Industry Training Alliance Logo



I-CAR Gold Class and Platinum

- Professional Development Program - Phase III transition
 - I-CAR ProLevel 2 requirements
 - Road to Gold
 - Road to Platinum



T O O T E S I-CAR Course Development

- Live
- Online
- Live-to-online conversions
- Virtual classroom
- Qualification tests
 - Steel GMA (MIG) welding
 - Steel sectioning
- Learning Content Management System (LCMS) migration and development
- Specialty training projects



T O T A L I-CAR Repair Procedures Update

- “Standards”
- November, 2011 request
- March, 2013 response
- April, 2013 clarification



Inter-Industry Conference
on Auto Collision Repair

April 19, 2013

To: Judell Anderson, AASP
Aaron Schulenberg, SCRS
Scott Biggs, Assured Performance Network

cc: I-CAR Board of Directors
I-CAR Staff
Industry Media

Subject: Clarifying Response to Your Joint Letter dated April 12, 2013

In its recent response to the November 2011 request submitted jointly to I-CAR by ASA, AASP, SCRS and APN, I-CAR attempted to be clear and succinct. This brevity appears to have resulted in certain assumptions and conclusions that are not consistent with what I-CAR intended to communicate. I-CAR thanks SCRS, AASP and APN for your letter dated April 12th, and the opportunity it provided to further clarify I-CAR's position and intentions.

I-CAR firmly believes that OEM collision repair procedures are the industry standard for complete and safe repairs. For the past 30 years, OEM collision repair procedures have been referred to by I-CAR in its training and advisory services to the industry, and I-CAR utilizes these procedures where they exist as the foundation for developing course curriculum. This remains I-CAR's intent going forward.

As expressed in the original request received by I-CAR, I-CAR also recognizes there are opportunities to address gaps and enhance both OEM procedures and related collision repair best practices that work together to support complete and safe repairs.

The good news is that today, there exists more OEM collision repair information than ever before. Unfortunately, not all OEMs offer collision repair procedures in the U.S. market, nor do all OEMs offer consistent levels of collision repair information. When no collision repair procedures exist, collision repair professionals must use their available knowledge to make a complete, safe and minimally intrusive repair. I-CAR is committed to helping the industry close these gaps by working closely with the industry and the OEMs to research, develop, and deliver collision repair procedures where none exist, and to work towards standardization of the information provided. Furthermore, except when contributing as a Subject Matter Expert under contract by an OEM, I-CAR will not develop vehicle-specific collision repair procedures.

There also exists a need for collision repair best practices that directly complement, support and supplement vehicle OEM repair procedures.

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I-CAR Industry Segment Advisory Councils (ISACs)

- Collision Repairers
- Insurance
- Education
- Vehicle Makers
- Tools and Equipment
 - ETI tie
 - Feedback to I-CAR
 - Increased collision participation at ETI



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Questions?

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