

We are a Government agency and they are not fully on board with ASE as a valuable asset for our Tech's. A big help would be if you could encourage Unions that it is a valuable tool for the work place because they do not see it that way.

1. All technicians need access to delivery platforms that match their different learning styles: reading, auditory, visual, kinesthetic. 2. Time, distance, and cost training constraints can be mitigated with manufacturer support, new tech learning modalities, and using professional educators, technicians, and IT people in curriculum delivery and content creation. 3. Education is needed for dealers and manufacturers on solutions to the loss of dealer service customers upon warranty expiration

40 days until I retire!!!

A centralized listing of training providers would be helpful, including choices of local training and national training as well as online training

A little lengthy

A lot of the training is too expensive. Even the ASE tests are expensive now.

An online ASE update class would be phenomenal and should be pioneered by ASE. Technicians no longer have any financial support for updates or ASE renewals in California due to overtaxed employers. Because of the really bad socialist political takeover the only people entitled to any educational assistance are illegal aliens!

A useful survey well thought out!

a very positive survey.

Add more time to the L1 recertification test

Advanced training is going to be critical as more new technologies arrive in today's automobiles.

all fine and dandy if you work for a dealer hard to find training if you're independent

All of my training has come at my personal life and how I went about getting what I thought I needed. I do like continued training, just need more readily available ways of getting it as my company does not prioritize it.

All of us in this industry need substantially more training.

all the training doesn't help you make any more money.. the flat rate most of the time can't be beat or brake even. most techs short cut jobs to make a living. I was told that I was slow for doing the job right with hardly no come backs. I was a tech for 40 plus years and a master tech. I left the trade and looking into other kinds of work.

All training is helpful in this complex auto industry.. Training allows us to be more accurate in how we use this information to properly assist customers to the best of our ability.

Alls good for the industry

Although I am interested in continued education, new systems, I feel that so many technicians lack some of the fundamental skills exposed to them in vocational schools. I believe the aftermarket should blend basic training programs to bring these technicians up to speed to avoid overwhelming

them in advanced classes. So many do not understand electrical laws and with so many training sessions base around lab scopes, I feel that none have the fundamental of Lenz, Faraday, Kirchhoff, and Ohms to understand what the scope pattern is truly telling them. Only known good and known bad. JMHO

And you are going to change the world of training...

Any web cast, instructor led class or E-Learning course that can be viewed at the Tech's convenience is preferred at this point.

Apprentice programs and hands on learning is the best way to improve the pool of candidates for our industry

Approaching end of a long career. Employer furnished training is a thing of the past for me...

Are testing facilities are to far away No test facilities close

Are training needs to get on board with the new and quit the use of tech a b c there are multiple answers in most cases

As a fleet employee, training is not available. But important for all technicians.

As a life long technician mentor shop foreman at Dealership. Education is only the first step. It will not replace internal desire and natural mechanical aptitude.

as a shop owner, finding good employees is one of my largest challenges. I find it difficult finding training classes for my entry level techs. The classes I attend as a Master Technician are too expensive to send my entry level guys to. The information is over their head.

As far as learning goes if it helps me do my job I'm always interested in learning more and new info.

As far as training goes a lot of my training is offered as an after work class. After working 10+ hours a day it is difficult to want to go to training. I think the most beneficial training courses are electronic, fuel trim diagnostics, and real world hands on evap course.

As fleet manager, shop Forman, and head mechanic for a district covering 200 miles of road on a remote island in Alaska, I have 22 vehicles and 6 busses spread over 7 communities. Staying up to date with the industry standards is difficult at best, and training is expensive and requires a great deal of travel. Access to information and training is by internet and is a pursuit on my personal time that I pay for.

As trucks get more complex online learning will only get you so far. No one to answer questions.

As vehicles, technology, and methods change, training is vital in order to perform effectively on the job, and to provide good service.

ASE although well meaning has a disconnect between the available training guides and the test questions. Better coordination is needed between say Motor Age and others or ASE should publish their own study guides which would more accurately reflect their test questions.

ASE Certs are nice pieces of paper, but they don't grow arms and pick up wrenches, I have been a Master Med/Hvy Truck Tech, completely worthless

ASE does not do a good job with the L3 test. As you'll see from the number of certifications it is very small across the country. The test is not relevant to the study materials. Very, very disappointed.

ASE has opened many doors for me in this career but my last previous 2 jobs had no interest in my certifications. Glad to be where they count again!

ASE is a gimmick. It tricks people into thinking ASE technicians are the only good technicians. If it were ASE tests were free, that would mean something. ASE is a business just looking to make money by tricking the public.

ASE is a wonderful tool for younger generation as well. I teach high schoolers the value of the education and the benefits for passing and being certified, thank you...

ASE is entry level certification. I on the other hand have been in Advanced diagnostics in electronics and engines for years. Engineering Level....

Ase is great for the knowledge to do the job

ASE test are just outdated there are questions about carburetors still. And after earning a AA degree from UTI these test seem to be a unnecessary redundancy. And I cant seem to earn any respect with out these outdated tests.. Thanks B&B auto repair in Bremerton WA. The owner is president of ASA and he does not care about anything unless u have ASE... sorry but I can an do the same work as ASE master techs.. so I again ask why even bother with these test.. so what if u can pass these test you won't understand the science behind any of if and therefore you can never fully understand what is going on. Any book smart person can study and pass test . Who cares if u worked at a shop for Two years , it was probably alot of oil changes and brake jobs... try spending a year in Iraq and then earning a two year degree in a field you like and get told well your degree isn't enough u need to take these additional tests before you are recognized. I worked with alot of ASE techs and I know just as much or more and have been doing it for only a 1/4 of there time...

ase to make it easier to find info.to study per test (example advance engine performance)..The last time i tested,i asked the guy behind the desk where i could find the info or study guide.He had no clue.Thank you !!

Asking for how much we make is not needed on ANY survey

At my age, I manage a shop and dont do repairs any longer.

At the dealership level, training is largely regulated by what the manufacturer dictates.

At the end, wasting time. It's just another survey

Automotive parts industry has the ability to train on site through computer system, but this is only accessible on site. If you are a busy store, you never have time to touch the computer for anything other than c.s.

Basic, but makes you think where your head.

Book lessons are good for a start ,but hands on in field (experience) is better I think. Plus things are always different in in real life, than in books

Classroom and hands on are the best way to learn

classroom and lab work the best. the other options are so the company offering the training can do it cheap. that is unacceptable. the industry is getting filled with idiots. more technical schools are needed.

Cost of training

Could be more detailed.

Courses aren't fully taught, it's a 3 week course crammed into 3 days usually. So most of the important items are never even covered when in class. Half taught, means half learned, and half performed.

Covered most critical points

Currently Retired & not working in the automotive industry.

Customer awareness must be increased in the advantages of ASE training. The customers I've talked to have no idea what ASE is or means.

Dealers provided the best training opportunities. Private and government fleets provide the worst training because of budgets. Self training is Mine.

Dealerships are too greedy to compensate good employees, specially technicians

Difficult to participate in the survey as we are a unique company in the automotive industry that has for the most part developed our own training methods and programs along with our own criteria. See us at <https://astech.com/>

do like system go use testing from testing years ago with no time limit

Do not understand what you are going to learn by these questions

does not appear to be designed for educators despite first question

don't take to serious I retired the fist of the year

Due to the complex nature of systems I see substantial increase in class room and hands on training.

Due to workforce participation IE (Lean staffing) Time for work /life balance is heavy on the work side of the ledger , compensation calculation doesn't warrant sacrificing the very little private life I have .

Education is only useful to those who want it. Changing work ethics is necessary first.

Employee management classes would be great.

employees rely more on hands on training due to intricate component mechanisms that cannot be shown in book/paper which would involve closer examination.

Employer will pay a stipen if we get ase but takes it out of our pay if thy expire but does not provide any time ,training ,or financial help with training or certification

Enjoy the survey and hope it helps with future training materials

excellent questions

Excited to see what you guys have to offer

Extremely not happy that ASE discontinued Engine Machinist certification. I still use those skills all the time, whether I have a certification for it or not. By doing so it showed me that the certification is just a patch. I held three Master Re-certifications, I won't re certify until this is addressed. If ASE feels that there is no need for this cert, then there should be some acknowledgement for the years of being certified.

Fewer opportunities for training. Has been on decline for years. Too much new stuff on cars and need training to keep up!!!

Find working master techs willing to help...

FINE

first and foremost ase certification should be individualized to the type of auto being worked on..most send a complete replacement part..we do not rebuild anymore..its power and ground..replace.besides most dealers look for \$10 an hour guys...diagnosing is a dying breed..good luck working for nothing

First time doing survey and unsure what to make of it.

flat rate should be abolished

FOMOCO dropped ase as a requirement for their certification program, so I let my ase's expire because they wouldn't pay for them

For me, the biggest problem is poor marketing by the training companies. The only one who regularly contacts me is ATG. I know there are more organizations out there and lots of stuff I never hear about. The shop I work for has been around for almost 40 years and I always offer all training opportunities to our employees

For questions 19 and 20 I entered substantial increase only if made available and affordable. We have a shortage of quality training especially hands on I personally think once an employee is able to touch and physically test new vehicle systems they will get more comfortable with the complexity and not shy away from it.

Found it useful to know the sources of training available.

From experience at jobs sometimes feel that we play catch up to technology

Gather feedback on e-learning structure.

General comments related to this ATMC survey:

General Motors forces training on us. Mostly hands on and VCT

General questions are what you need, general answers I have given. Need state licenses , not just completion/certification.

generally its fruitful training

Generally, if we need training, we have to push our employers to help better us, if we show no initiative, they aren't going to waste their time, nor business funding.

Generational differences should be taking into account when scheduling training.

Get rid of the time limit on taking our ASE tests!!! Increase the length of time our ASE tests are good for!!!

glad to participate

Glad to see an interest is being taking to provide training. This is an ever changing world and we need to keep up!

Glad your spending the time to look into this. As an organization you have a significant voice that could do more to support higher levels of learning. A serious raising of the bar is needed to better prepare tomorrows technicians. Programs to fill the gaps in the existing workforce need to be pursued.

Good

Good

good == my place of work is bad at new training

Good for industry for future training

good idea

GOOD INFORMATION.

Good opportunity to the new Techs

Good question

Good question

Good questions

Good questions

Good questions asked

Good questions the ones asked pertain to my job field.

Good questions to ask technicians.

Good questions.

good survey

Good Survey

Good survey

good survey

Good survey

Good survey

Good survey and i could really use a new snap on service cart

Good survey Gets whoever takes it to really analyze themselves

Good survey questions

Good survey, hope it helps

good survey, just in my area, there is not alot of training or incentives to go further...

Good survey. I'm soon to be graduating Trade school so this actually gives me a idea on what I should start doing in the field after I graduate. Thanks!

Good training is almost extinct ,true instructors are disappearing and no one seems to care, no wonder the quality of most techs is so poor.

Great filler Strategy I hope it leads to brighter the future.

Great initiative for the shops.

great questions hope they help people in future

Great survey

Great survey. Hopefully we can convince more oe manufacturer's to allow independents to attend and make it easier for them to enroll for f.actory training

great to see / hope something good happens from this. Can always use training

Hands on and mentoring works best for me. New to update my skill set. I believe I am dated

Hands on classroom training by a knowledgeable teacher is the only way to go just like we used to receive in Spring Hill TN when Saturn was still around.

Hands on lab training is the best but tough to find.

Hands on training is the best method for me

Hands on training is the best, My brain allows me to do almost do any mechanic tasks. I cannot take tests. Tests should be true or false, yes or no.

Hard to predict training volume but OE quality is best and at techs convenience is preferred.

Have spent 38 years as a trainer, currently retired; a balance of training methods must be used. Instructor led with video support & lab, hands-on is by far the most effective.

Have the ase tests match the bpoks. I studied the service advisor test and took all online practice tests and none of the questions were on the test

Having been in the business over 40 years. The technical end is continually growing. As an employee I find it hard to keep up, without the knowledge. As a past shop owner I see how hard it is to pay for all employees to be trained. Our industry is changing due to technology and greed. I feel only the customer suffers.

HELP MAKE THE INDUSTRY BETTER

help pay for master techs

Helped me realize that I still have a lot to learn

Helpful

Helps to improve how you can learn more.

hope for improvement

hope i get some free stuff

Hope it helps

Hope it helps

Hope this help. Thanks for the opportunity.

Hopefully this helps

How do I join ATMC. Please send me information

i like the ase program . i will soon be finishing my world class certification soon but my employer has asked me to teach a class to help others at work pass ase exams

I think we need more time taking ase test at the collage. I am rushed and don't have enough time to finish. So I just start marking any answer's. Mostly on the automatic test. It takes me long to read the question run it through my brain. Just need more time on test.

I a gm certified technician. I'm not great with taking ase testing as it makes me question myself

I a retiring at the end of May and do not intend to do any other training between now and then.

I also teach a class at the Community College in automotive and move is toward media, on-line, tablet use, etc....

I am 65 years old and will be letting my certifications expire. My son who is my employee and I are both very unsatisfied with the way testing is done by testing centers.

I am a FSE for a Kia Motors America.

I am a hotline specialist. Always updating

I am a Master Auto Tech

I am also an Emergency Vehicle Technician and the ASE helps me achieve my credentials to perform repairs to emergency vehicles.

I am currently transitioning from shop manager to instructor, I am currently seeing very few willing or qualified individuals who understand the potential opportunities available to those who have a desire to be successful as a technician.

I am fairly new to automotive technology, having worked as a heavy equipment technician for 29 years prior to becoming an automotive instructor. I can use all the training I can get and have time for.

I am fortunate to be at a dealership where I have unlimited access to training information: online, computer based and hands-on.

I am interested in training options to maintain our school's ASE accreditation.

I am just coming back from a two year long Mobilization so my answers are a little dated

I am oldschool I like paper testing

I am retired after 36 years in european dealerships and part time instructor for the last 11 years

I am retired and will not need a lot of training.

I am still in school but I have completed an internship and will be entering the workforce in about 6 months.

I am the owner of 2 repair shops. Parts suppliers seem to be offering less classroom training. Unfortunately techs do not seem to want to do computer based training at home. If their was a way to track their training time at home I would be glad to pay them.

I am the technical trainer here at a major forklift manufacturer dealership. Up to now, there has been no ASE geared towards forklifts. I would like to see a little more in this area.

I am, for the most part, retired. I do a few jobs that require my areas of expertise. As for ASE, I have let my 12 certifications expire. I got involved in certification when it first started to gain interest in the 70s. I'm done at this point. I am disappointed that for all the years of keeping up with this, that there is no recognition for the time and trouble taken to keep up with it. I have been everything from an apprentice mechanic to Line Technician to Service Manager, at dealerships, to District Service Manager then Service Engineer and then Service Development Manager, then Instructor and finally Account Executive with General Motors. Since retirement there is no recognition at all from ASE. You folks need to come up with an "ASE Master Emeritus" category for me and people like me that have devoted our lives to Automotive Service. But, I guess, that giving a few old men some recognition for their work just doesn't count with you folks.

I apologize for not being as helpful as I could have been while still in the trade. I do however observe a critical diminishing of ability for most techs to stay adequately trained due in part to far too rapid implementation of new technology.

I appreciate the opportunity to fill out this survey. I believe reaching out to automotive professionals is the way to advance training opportunities.

I appreciate you efforts - as I have spent my entire career educating fixed ops personnel at the dealership and OEM level. I wish I could do more -- Thank you, wally@rtorchlake.com

I believe that ASE TEST and other companies like USPS can not really tell how much a technician knows by just a test. They all look for a specific answer but most issues with just a visual inspection unless they are not with drivability issues were a scanner is mostly needed we can know. What's the need of knowing what gases come out of the exhaust? That's why we use a computer to read those; if they are problems with the emission system the CEL will come on. I understand that they are still carbureted engines on the road but the norm is computerised system in modern cars, that's why most modern problems require scanners and other sophisticated equipment. A so called "mechanic" can just learn the answers but when is time to get hands on, they do not know what to do. I've seen a lot of "MASTER TECHNICIANS" that they don't know what they are doing and still they are certified. I have seen a lot more that without a certification know more and perform a better job.

I believe that much of the training is going to be online, whether it's online courses, videos such as YouTube, or any kind of training available on your phone. I'm an ASE L1 Certified Master Tech thanks my online training (ScannerDanner)

I believe the industry is going wrong way with computer training for subject matter.

I believe traditional learning with instructor mentoring is very effective.

I believe training is a major concern in smaller fleet shops and I think the industry needs to step up and provide more opportunities training especially in emissions and electronics.

I can always improve and I do my best to keep up to date with my training.

I currently do not work in the industry

I don't have any at this time

I don't put much faith in a company that just tests technician's knowledge and does not provide training.

I DON'T THINK ASE IS FOR IMPORT CARS IS FOR INDEPENDENT SHOPS THE WORK IN ALL BRANDS MOST OF THE QUESTIONS ARE FOR AMERICAN CARS

I don't use blogs, Wiki and social media because I have found this information to be incorrect. I would prefer Manufacturer training.

I enjoyed it. Thought provoking!

I feel that cars and trucks have evolved into mobile computers! And the technicians need to be trained and paid as such! The training and pay are so far behind what they should be, it is difficult to do my job. Thinking about driving a truck for a living instead of this!

I feel that the industry is going away from instructor led classes and it hurts in the long run not to have hands on while learning most of the changing technology in this industry.

I feel that the younger workforce does not have time, or maybe the energy, to take a "book" learning course. I feel the workforce is migrating to e-learning, that they would be motivated to take a training course with their computers, phones, YouTube etc.....

I feel the auto repair business is going more and more away from more customer repair to warranty and maintenance repair, so over the past several years we have seen a decline in salary in work and a lot of moving or getting out of the business from really good technicians, only way to keep good technicians now is to give them a guarantee or put them on a good salary, so I said all of that to say this you can provide all the training in the world to us as technicians but if we can not make a good salary to take care of ourselves and our family, pay our tool bills then all this training is worthless in the long run at the end of the day taking care of people/technicians is what helps to keep this automotive business going strong.

I feel the best way to learn is know how it works before one starts to disassemble to repair a problem. Meaning cognitive first then hands on (psychomotor)

I feel there needs to be more instructor led classes for parts. I like learning on line myself but having someone knowledgeable to show me and to answer questions is really helpful.

I feel we need more committed tech in our field & my females as well

I find humor in your questions

I firmly believe there is no such thing as too much training. I also believe live/class room training is great time to network with other tech's and learn from them as well

I found it very helpful

I get the training I need for my job,the others that don't want training don't get it

I go to school at Lincoln Tech at the South Plainfield campus and my training I put in the survey comes from my classes. I would love to have more training overall if my schooling doesnt count.

I have been a self learner most of my life with input from Master technicians.

I have been ASE certified since 1978. A lot of shops are not requiring it anymore because it is to hard to take the test. there are no local testing centers, it's to expensive for a shop owner to pay for the expenses and employee's pay and travel time.

I have been in this trade for decades now. What I need is specific to new models due to being a dealer tech. My employer and manufacturer are totally failing at providing quality education for me and others like me. The big problem I see though is young people entering the trade who have attended trade schools, spent tens of thousands of dollars on a year or more of training, yet who still don't have even the vaguest idea of what they are doing. Zero understanding of how to use tools or how even the most basic of systems function. People who are not very smart at all to begin with seek jobs in the trade and that is still seen as acceptable. "But he's good with his hands!" is no longer an acceptable criteria for determining a person's suitability for taking up this trade. Naturally the trade schools want their money, so they continue to churn out people and send them out in to the workforce who in reality actually have no business working on automobiles. Harsh but true.

I have considerable experience in the conventional passenger vehicle. New technology is not my strong point, and having less than 10 years left of my working days I don't see me pursuing that extensively.

I have forty plus years in the business with most of it self-employed. I have trained many young techs and even spent two years teaching automotive at the high school level. Today's young people do not seem to have either the drive or desire to pursue the vocation. I have now decreased my business to a one man operation. The training that I now pursue is only what I need to stay up to date in my own business.

I have no comments on this survey but I do have a suggestion for the new ASE testing format. Over all it is a great improvement over the old format except that when you select the flag icon in the lower right hand it does not change. I find myself double clicking it then checking the number tower to see if it changed then having to select the flag icon again. Thank you for this opportunity to express my concerns. Have a great day.

I have no further comments

I have taught on the secondary, post secondary and 20 plus years for a manufacture... Now I assist/mentor a factory sponsored/post secondary degree program..

I hope it helps regulate our industry and continue to grow new well trained techs.

I hope it is of some use in advancing the skills of technicians.

I hope my input helps. I was honest

I hope there is a way to have ASE cover some of my expenses for taking summer classes outside of work. Thank you

I hope this helps! Thank you.

I hope you get what you need from this survey.

I imagine that all useful information is collected in one place where we can go any time we need a help with some repair issue or satisfy personal interest/ It seems like a wiki for mechanics and technicians approved by professionals - engineers of cars and parts manufacturers

I learn best by doing it myself and using the resources available such as Mitchell and workshop manuals for the things I cannot figure out myself.

I like learning new things.

I like online prep tests

I like the surveys I believe that they help drive the direction for training

I like this survey, and would be interested in seeing the results.

I liked the teaching points throughout the training modules. They would give hints about the correct way to do things without directly telling you.

I live in Michigan which was the mecca for automotive but unless you live in Detroit training is sparse.

I live in the Cutler Bay Area of Miami, FL and feel that we do not have any convenient testing sites.

I need more training for sure!

I personally prefer hands on training

I put down 'don't anticipate this method for training' because I have MS, it's gotten pretty bad and I'm on the verge of filing for disability, so I'm not spending time or money on something I'm probably not going to use.

I realize ASE training is general knowledge. However in a dealership situation you diesel training seems more Ford oriented.

I really liked the ASE application where we could answer questions and get related info on different subjects and systems

I responded to surveys like this before, so I hold out little hope of improvement. The industry is letting us all down. I, for one, want out. So do many techs I know. Until the industry pulls its head out of its collective ass, there will be this continued shortage of techs. Sorry for the rant. But you made the usual mistake when sending this survey. YOU ASKED!

I retired a number of years ago. I still assist other techs and do light repairs for friends and family. As such I've done no formal training for about 5 years.

I see that training will need to adapt to the way younger students communicate and learn. It is more of a social media world that we are in. The hands on should be the assessment of learning, not so much the written test.

I should have chosen a different career path .

I still believe (Lab) Hands on is the best way to learn. However classroom has its place. In many studies hands on always achieved more comprehension and knowledge retention.

I Supervise a crew that is a mix of ready to retire and fresh new young technicians. There is new training being offered to gain knowledge and skills in my shop.

I support the ASE organization, just wish speaking from experience, that those college students testing , actually have the skills to fulfill the needs the shop owners who hired them. It not only puts clients in harm's way, but could put the business in jeopardy.

I teach a college level program of 1800 hours and spend 2 out of 6 hours daily in the classroom lecturing or using trainers and then into the shop for 4 hours a day. But I personally need factory specific training on the new engines and fuel systems, on board electronic for collision warning, and mitigation systems, automated 10 speed transmissions and clutches as well as newer electronic/electrical systems, this is where factory training comes in to the tune of \$3,000.00 travel expense, 3-5 thousand classroom/shop training that the college has issues so it is on my own to learn

I teach Medium and Heavy truck repair with PMI. We need MUCH more training content.

I think ASE certification should be more widely explained and encouraged, especially to high school students. I also think if employers would incorporate an apprenticeship program where young employees can learn and receive training and ASE certs., employers and their technicians would both benefit.

I think the ASE tests are more focused towards domestic vehicles. Also I believe the testing material is outdated and some of the procedures are not used anymore. i.e. if an automatic transmission has a failing part it's easier to replace rather than repair. Maybe one day ASE will get their s..t together and come up with some current material to test with.

I use I-CAR, AND SP2 TRAINING

I want \$250 snap on card!

I want that not just because your last name itâ€™s Latino you guys put the glossary in Spanish at tests and there itâ€™s no way to change it and also more time for tests

Have to travel 140 miles one way over two mountain passes to go to grand junction Colorado to test, and upon arrival I have to empty my pockets inside out, take my boots off for inspection, remove my glasses for inspection, remove my cowboy hat for inspection, they make you feel like a criminal, I have been certified close to 30 years, but this is not worth the hassle

I will say taking my ASE test and working in the field , most or all selections are out dated and need to change. Brakes for an example, unless your a speciality shop no customer is going to pay to rebuild your caliber then a flat rate to replace it. Those shouldnt be on the test as real world needing skills. Same can be said for ac compressors , no one is rebuilding the clutch on a compressor in 2019.

I wish Dealerships and OEM made repair and maintenance training more available. My fleet spends millions buying from Volvo and it seems so wasteful to constantly have to send our trucks in for warranty work when our own technicians could easily do the work with the right training, seems like a little more training and communicating would keep our trucks driving making money and save the dealer a lot of money paid out for warranty work.

I wish i could get more training but the company doesnâ€™t offer any

I wish the renewal was longer

I work at a small school and auto is one very small part of my job. Knowing resources for keeping up to date would be very helpful.

I work at Vanguard Career and Technology Centers in North West Ohio. We would love to host trainings for ASE. We are a fully functioning accredited ASE training ground for high school students. We have a state of the art paint booth, giant frame rack and plenty of space. We would like to host trainings for our area. The trainings offered in ohio are at least 2.5 hours away at the minimum. It is very difficult to get shop technicians to travel that far and take time off of work. We feel that if we could host these events that our area would really benefit from trainings a lot closer to us than traveling to Columbus or Cleveland.

I work for a government agency that does fleet repair work. Where I work most of the management lacks the knowledge on what would be good or relative training to the type of work we do.

I work for an OEM

I work part time training is not offered.

I worked for G.M. CHRYSLER. COMMONWEALTH OF PA A MAJOR COAL PRODUCER RAN MY OWN BUSINESS FOR 25 YRS I WENT TO WORK FOR SERCO INC They are the worst company to work For they do not supply any training for The equipment they are contracted to Repair they have a headquarters in Ohioand V.A.

I would be beter at my job if I got more training.

I would be interested in seeing the trends from others participating in the survey.

I would like information about any available training. I can't recall ever being notified about any training. I always am interested in all the training I can get.

I would like to know the results of this survey.

I would like to know where and/or who to go to access training options for my fleet

i would like to know where i could find more info on trainings, either online, classroom, self paced e-learning ect.

I would like to know where to go to get more training for automotive I live in Seekonk Ma

I would like to see Ase training for credits once your certified instead of just retesting.

I would like to see more of a hands on instructor lead base training like we had 35 years ago,it made better technicians

I would like to see more options available to students for free ASE training. I would also like to see ASE offer some scholarships for vocational students.

I would like to see trans tests go away or at least be more related to today. Unless you're a rebuild shop, most places replace trans , not rebuild any more .

I would participate in more training if it was available locally at a better price

I would rather have hands on class. I learn more from hands on than watching a video or online interactive class. I realize it's cheaper to do videos but there is no long term benefit.

I'm getting ready to retire,,,,,I don't see myself getting much more classroom time in, before I leave the auto industry

I'm a senior tech and don't have much training other than new technology.

I'm an L1 Master and I believe in education. And I believe most people take it for granted.

I'm glad to help out. I know it's getting more difficult for what the educational institutions need to teach the new generation of students. I mentor a new hire and he has become a great asset to the company. A lot of that was due to his education he received from school.

If ASE could provide Industry training with experienced technicians, that would be a great tool for techs and instructors. I haven't seen any. At least not in our area.

If I addressed the fact that I received no training in question 12 my answer for question shouldn't have to add up to 100 it should be 0 the fact that the idiots that created this survey play such a large role in the automotive field worries me worse than going to a training session taught by someone who knows less about the subject they are teaching than half the professionals that are there to learn from them.

If I get some information online I think I will pass the test

If it doesn't make sense from service information it won't make sense on the car.

If the instructor or the technician could receive training on the areas they need for particular ASE test prior to testing would be helpful to their success in passing the Certification Test

If the training is available for us to use to grow it would help if we new how to obtain the information.

If this helps to get OEM to change their minds on factory training, it is good.

If was not required to have Ase would not participate

if you could get cost down a lot more tech would be willing to take classes

I'm delighted that some attention is being given to the subject of training.

I'm in a airline GSE shop. Most of these questions don't fit my job.

Im retired and work part time in my own shop so answers some what irrelevant

In my case, I think that I'm able to learn more when working hands on and in some class room/ Lab settings.

The training I need comes from the factory not instructors that have not fixed or seen today's problems

In the parts world we need better sales and operations training. We also see a need for a course on lookup and an overview of basic mechanical, many of our new counterpeople have little to no experience.

In the past I have noticed people will claim that they will come out for local training, usually held after work. Very few actually will make the effort to come out or even sign up when the time comes. Have tried several times in different areas with the same results.

Information availability to the aftermarket facilities is very important. Especially for newer model year vehicles and newest systems.

Information can be communicated effectively via various electronic methods. Unfortunately, OEMs are reluctant to distribute information for various reasons so ILT time is taken up with information. This detracts from the learning that should be taking place. I've been in this industry a long time and the educational methods are still way behind the technology being used so the technician is at a constant disadvantage.

informative

Instructors are primarily left to gain insight to new technology through their own means. This is sad! God help the next generation of instructors.

INSTRUTORS ARE OUTDATED AT SCHOOLS NEED TO GET BETTER SUITED AND QAULIFIED PEOPLE TO TEACH IN ORDER TO GET YOUNGER PEOPLE INVOLVED IN AUTOMOTIVE INDUSTRY!

Interesting area of research

Interesting survey.

It is extremely hard for a tech that is not working for a dealership to get the knowledge / training that is needed companies are not wanting to spend money for the advancement of the work force. They are trying to push the expense to the tech

It is hard for us in the fleet world to get relavent training in new systems

It is harder for the younger techs now than when i started 40+ years ago. Then parts houses & distributors would give free classes as part of their sales promo, but not so much any more.

it seem to more information gather about me then anything

It seems that dealer training and ASE testing/training could be more aligned with one another.
Thanks, Roger

it was good

it was good

It was good.

It was such an experience and i very much appreciated it . Thank you .

It would be great if the employer saw the training provided. There is always a better way to learn outside of house.

it would be more helpful if ase pratice tests questions were the same as the actual test, i used practie test and then took 3 different test and most of the test question where different.

It would be nice to have more options of training at the local community colleges.

It's a changing market. A new generation of technology and employees .

It's really hard to get training other than the one for fire truck repairs.

It's a brilliant way to get information from the people on the ground. They are the most affected.
Thanks, Lawrence

It's a good survey

It's difficult to find good system specific training in our area. Example would be body module diagnostics, TPMS systems and some others too.

It's getting harder to make a good living in this field, well trained techs need to make more \$ per hour and be respected like plumbers and electricians, carpenters etc. The mechanic has all these traits and gets paid less.

It's hard to find good training at the reasonable price in the area.

It's my first time to receive this information. I will be very grateful if I can enroll myself and start training. Thank in advance and am hoping to get the right directive.

I've been in the business for over 40 years and the students coming out of the tech mills are not equipped to work in a fast paced environment and do not have enough hands on training!

I've been Master ASE certified for so long it's hard to believe there are techs that aren't. Lately I've been wondering if there is a place for tech to tech local groups of education and mentoring? What if... ASE encouraged or endorsed, certified maybe(?) technicians willing to teach to technicians willing to learn? I find myself in a position in my career where I have a desire to teach others. But where?

I've taken all the manufacturer courses, until they come up with a new class I won't anymore training joined the military to learn diesel mechanics could not afford tech school, my dealership has classes in Michigan and California for training also have a area representative for dealer and online support with online manuals. I work for a Hino truck dealer

Just be advised I am an Auto Technology student, and some of my responses may not fully provide valuable input.

Just want to make a general statement that trucking technology is changing so fast it is very important for business owners to let go of the idea that a great mechanic today will be a great mechanic tomorrow. Without constant training on new technology, we can't stay at the front and be able to repair tomorrow's trucks

Keep them coming

Keep up the great work

Keep up the great work, we NEED more qualified techs in our industry!!

Keep up the outreach! More input equals better results

Keep up with these surveys they keep me thinking of training important

Kind of unrelated I know but I feel the time limits placed on answering ASE test questions is insufficient. Thanks.

L2 should be all that is required for my NJERT licences in addition to years of training and hands on everyday. Diesel requirement is a waste of valuable time.

Last 4 questions are repetitive. You can do better

Lately really good training is almost non existent .hands on with instructor led is buy far the best. Internet sucks and usually doesn't work or drops out. Worthless is the term for Internet training.

Leaning by word of mouth should be a choice

Let me know if I can help you with your initiative to improve automotive learning and certification.

Lets work together to get Truck Training on site. If BWD can do this for the Auto Industry then our Truck Industry can too.

Living over 300 miles from the closest large cities, Denver and Salt Lake, We are often forgotten and ignored by most training.

Looks like an effective survey

Low pay

Make the ASE A2 auto trans easier.

Manufacturer provide our training

Many Techs are retiring and High School programs are gone. The entire industry needs to step up with many more training, apprenticeship, and increased pay programs.

Mentoring is a thing of the past. Techs today don't understand OJT, nor care. it's all about the money.

More training

More training need but lack of tech don't allow us free time

most employers dont want to train you they feel it is your responsibility

Most of our training is in the moment on the job training. We however provide modules each month that include focal points in Parts, safety , human resources and loss prevention to be completed in the beginning of the month. In addition ,we provide instruction embedded in parts look up that walks the customer and parts specialist through the complete job along with tools and related items needed to accomplish it.

Most people will never give the real reasons they do not attend training, all you will hear are the excuses.

Most smaller shops cannot afford training for all techs .

Most technicians benefit from hands on instructor lead training

Most training is hands on. Computer training is probably the most important with the changing of times. Sonny Merriman corp. has extended this training to us here in Virginia. Been very helpful. We train each other. With the diversity of people from 21 to 65 years old. Having been in the industry for 30 years and the new guys bringing in the new tech with them.

Most training is not available at convenient times. Most training facilities are overbooked and classes are behind.

Most training is what you make of it and what you want to do with it what I mean is we go if we want to go to instructor led and hands on when available same with most virtual academy self learning stuff if guys don't want to go and don't sign up they are not forced to and when my guys can't figure out something I help them and try and teach them what I have learned

Moving the automotive mechanic to personal transport repair technician will be the future as we transition to alternative power sources Having many contacts/friends in the transportation Engineering field and seeing some of the products they are working on. Although I don't see this field disappearing soon . It will change dramatically and possibly separate into several different job specific categorys. .

My company provides some training, but seems to always have to cover the same topics as previous for compliance/ retraining purposes instead of providing newer technology that will be relevant for more advanced diagnostics of electrical/ electronic troubleshooting that seem to be most of our issues as a fleet.

My employer is a cheapskate

My hope was that this survey would be about the tests ASE gives. My general opinion about the tests is that there is never enough time given to answer them under the time restrictions that are given at the test sites. Not all people are fast or even average speed readers and most techs take their time to choose the right answers, especially when the tests cost what they do to take.

My only goal is to be one of the best techs out there and whatever helps me in this task is great

My primary role is technician, but am also a service advisor and primarily manage our shops GM training.

My wife is a registered RN, every 2 years she gets a booklet/ study guide in the mail, in the back of the booklet there is a test, this is a open book test, this is how she re-educates to keep her RN liscence. Here is a professional that heals sick people and administers medicine. Why are the ASE test so much more to study and test to keep up to date??

NEED ASE TEST CENTER BADLY-- NO COOPERATION FROM ASE

Need more affordable factory type after market training.

Need more information on electrical/electronic systems. On a related note, primary and secondary schools should do a better job of teaching reading comprehension..

need more mobile training opportunities, general training.

Need more Pico Scope, pressure transducer, NVH, ADAS and Infrared

Need more Test times available.

need more time for ase test.

Need more training and test questions to be more related to hands on and no so much to book questiond

Need more training from manufactures

need study guides for all auto tests at a reasonable price

need to be more explanatory simple generalize questions. primary learning mechanics wont easily comprehend some of the above questions. questions need to more friendly written

Need to have live instruction with problem cars with factory

need to train on new autos

Need to work more with OE Dealership on what they are training.

Need training materials that we can use to teach high school students.

New Technology needs proliferation. Stack engines are on the rise. Hydrogen will make a significant impact on the industry. Training in this area is essential.

Nice con the phone

Nice hope Im in the next draft.

nice survey, thanks

Nice survey...hope it helps you....

Nice to finally be involved

Nice to see your interest in keeping up with the changes as they are happening fast.

Nishevc1@hotmail.com

No comments about the survey. I do however think ASE needs to update their testing for the collision repair sections of ASE the technology is changing rapidly and the tests are very out dated. Maybe you need to get an up to date collision instructor to edit your testing?

No comments. Thank you.

no service training at all with this company i work for,....im self taught...!!

No Training has not been offered by my employer.

No training reimbursement and no time off for training is an eyes-closed attitude by so many employers. Couple that with frozen wages and that is a formula for auto repair industry failure. Sad to see. Sad to be working amidst. Now add a generation up and coming who are not self-trainers and the formula goes exponentially downward. Sorry to be pessimistic, but with ovwr 40 years in the business, one can easily see the negative trends of pay and training and of attracting the next generation into and through the auto repair industry. PLEASE, start thinking and adjusting so we do not hit a crisis level.

North Dakota Dept. of Transportation does not recognize ASE Certification as a required or needed skill for employment sadly !!

not bad, too general, a targeted narrower focus based upon weaknesses, and needs would be better, ie.. we do not work on hybrids or cng, etc

NOT ENOUGH TECH, LACK OF PUBLIC SCHOOLS FOR THIS INDUSTRY.

Not sure what it will help . but I do know training in all areas to stay current is always needed. It is an ever changing and evolving profession. More and more are falling behind daily.

Not sure what this survey has to do with ASE testing

not understanding the complete intent of this survey, its hard to comment

not written well. Questions are set up for a preset Bias. If intentional then survey is not worth the time. If not intentional it should be reevaluated

nothing

nothing beats hands on training 1 on 1 with a competent teacher on the job

Nothing beats live classroom instruction.

Oe training varies by manufacturers

ok

Ok

Ok Every survey can help

Ok survey

On # 17 I had to add a % even though I have received zero training over the least few years. There is no local training available in my area that would apply to me. Can't find any thing with any real training I can use. I find more info for what I need to know from blog sites. I need training that is only available to dealer employees. When the GM dealer closed down in 2009 I lost all my certification (GM) and access to training. The problem online is there is no easy access to advanced training. It is all for newbies.

on going training is critical for this industry

One thing that many automotive professionals may appreciate is for organizations, websites, and other sources of automotive education to reach out to them to help inform of where they can go for training.

Online training provides bulk content delivery however, in my findings it becomes a check the box activity and many organizations spend much time without a return on the knowledge delivered across that platform. It doesn't engage the learner well

Open-Ended Response

Opportunities for many will still be limited by locations, economics, and time. Willingness is limited by the individual and many young people coming into collision repair believe they are as prepared or more prepared than they will ever need to be and lack both the sense and the skills needed. Knowledge is only as good as the hands that wield it.

Our classes are conducted by our distributors (O'Reilly, Bumper to Bumper, and AC Delco). You should share the survey results with them.

our company just told us to get our ASE's and bought us books.

our employer doesn't give any option for different learning or training methods for its instructors. only wants online training unless we due training on our own dime outside of work

Our industry is changing so much, so fast, there is not a snowball chance in hell of staying in front of all the new products coming out. The idea of a repair facility that can do more than it's own branded product is out the window. I left a major diesel engine distributorship and within 30 days I was considered an obsolete technician due to the pace of changes being made to the various numbers of engine products we produced. The only way to work on vehicles anymore is with paying the dealerships for access to their software for diagnosing procedures as well as repair manuals on how to take vehicles apart without breaking parts due to hidden hardware clips, screws and bolts. Plus all the troubleshooting procedures that have to be followed to pinpoint the failure and if it's warranty forget it. All I can say is, why would anyone want to get into the automotive industry anymore? The pay sucks, the workload is miserable, the expectations put on you are unreasonable and lastly no one appreciates you because you are assumed to be a lying cheating son of a &^%\$#@. Respectively, Looking Forward to Retirement.

Our local Napa store does a great job hosting monthly instructor led training events.

our shop takes an active roll in making sure every tech is given the training he or she needs based on the job description and ability to advance to a higher trained level. No restrictions in their chance to advance to reach the highest levels..

Our training is pretty good. Hope this helps future technicians, trucks are much more complicated now then when I started, many years ago.

Our training needs to be extended to all who would benefit by the industry needs or as technology dictates. This would include all techs working in the industry. I have not met a tech who would not be interested in training that would benefit his craft.

Pay is to low for The skills needed for the job

Pay rates have not kept pace with life, a starting tech today makes the same money as I did 35 years ago; this is a crime! To also expect them to pay for training is a total abomination.

Please emphasize with employers manufacturer training pays off big time while cutting the reliance on dealership expences

Please inform me if there are any ASE classes closer to AZ. Like Phoenix, Tucson areas. Thank you

Please provide more training at a high school level to get more students involved at a younger age.

Please start providing audio/visual test preparation.

Proof of training should go towards ASE credits or extend the time of that area of study, before retesting is required.

Provide an right/wrong results page. Don't put the answers, but provide a visual document of each question from the test with the selected result of what was rightfully selected and what was wrongfully selected.

Questions 17+ might need some adjustment since video learning occurs in instructor lead Didn't give any percentage because I felt instructor lead would include videos shown in the classroom

Quit going to after work training session as they weren't worth the time. Very poor quality. Recently changed jobs back to an or dealer which offers access to self paced online or training which I intend to take advantage of to bring me up to speed on more current issues. Where the industry has fallen desperately short for decades IMO is "on the job" mentoring and a near complete lack of apprenticeship or "trainee" support. Combined with the poor treatment of experienced senior staff, the constant handwringing about acquiring and retaining good technicians is laughable. The people in the best position to create them are doing the least and complaint the most in my observation, and it has moved well past the critical stage. As I hear retirement age I see NO one who is going to fill the gap I leave behind. And Given the way I have seen senior experienced staff treated, I could never suggest it as a career to get into, even if there were viable candidates. Despite or because of new technology, challenges lay ahead. I fear the worst and it's effects on the economy personally. Good luck!

real world practice must be part of the book learning

Really great survey that the automotive sector could really value from at every level.

Regarding the ASE tests, I'd like to see the reduction/elimination of the either/or style knowledge questions. They are confusing and do not realistically demonstrate knowledge. Thanks.

Retired no longer working in trade

Retiring this year

Rural areas of America remain disconnected from real training. We are a hands-on , tactile group. Online training doesn't work.

seams the older work force is being squeezed out.

seems to cover the subject

shop need help on training.

Short

Should ask more technical questions

should be more frequent since it reflects the needs of technicians or people who want to improve our studies and be better skilled labor

Simple

Since moving to Texas, ASE doesn't seem to be important down here, not really sure why though.

So much training needs to be sought out by technicians. Have seen many who don't feel the need for training. OJT can't cover everything the way some feel in adequate.

Some great classroom style instructors are out there. Unfortunately, most classroom experiences start with: "this is supposed to be an 8 hour class but I have to condense it into 2 hours so I will do my best" OR "I will do my best to get through all 350 slides in the limited time we have". This in-turn leads to the best part of the class, the part that caused me to enroll in the first place, getting lost at the end because "we ran out of time". If I had a nickle for every time that happened...

survey covers the main way I learn

Takes into account nothing for the privateer, the guy/gal who does it because he/she likes the work and enjoys the challenge, the feeling one gets when the job is finished and works the way it is supposed to despite having no industry or ASE support.

tanks !!! best regards.

Techs need more understanding of how components are made and machining process is to fully understand repair process

Technicians do get paid enough for the work we perform. Flat Rate system needs to go away.

Technology is advancing 100% faster than the available training. Trainable Technician shortage is and will be growing problem because of dealer and independent pay structure. Collision & repair shops will start closing at a faster pace until schools address the training issues .

Technology is changing in the way to deliver the information is to

techs at my age at dealer only go to instructor led maybe 1 time per year[new model with new systems]the young techs do not go nearly as much as necessary,dealers fault

thank you

Thank you

Thank you

Thank you Not connected with the survey but I have a question I hope you can help explain. I have been waiting for sometime for my ase master truck madalion for sometime now. Do they still give them out??

Thank you for asking

thank you for asking about training, I feel its very important

Thank you for asking me about my skills and training. I have had to learn on the fly and with repetition. I tend to get jobs in three's so by the last one I am fairly proficient. I like to say my tools know what to do I just hang on!

Thank you for giving us an opportunity to convey our thoughts and experience in order to increase our learning potential.

Thank you for offering input from end users

Thank you for opportunity to comment

Thank you for the option to win.

Thank you.

Thank you.

Thanks

Thanks .

thanks for allowing me to do the survey

Thanks for asking

Thanks for asking

Thanks for asking !!!

Thanks for asking.

Thanks for asking. Not sure what your questions hope to accomplish. The bigger problem in this industry is not the training, it is getting these new techs to want to work and actually remember past problems espically when hotline and google has zero answers for assistance.

Thanks for caring!

Thanks for conducting this survey. Hope it helps.

Thanks for opportunity

Thanks for providing the services that you do.

Thanks for the chance to comment.

Thanks for the opportunity to offer my input. I would take advantage of updated industry information like the virtual webinars.

Thanks for the support

THANKS FOR THE SURVEY

Thanks for the survey, as a technician the need for training is time consuming and and an every growing need. Affordability is another issue. The industry needs to look at how we are paid and the cost of tools. We get a lot out of helping people by fixing there cars. We wold be happier if it didn't cost us so much as techs and shop owners whether we work in Dealerships or for Independent Shops. Somebody is making all the money and its not us. Thanks for your time. Regards

Thanks!

That's for asking

The ACS test for Svc advisor needs questions related to the job, it ask questions related to a technician job.

The Alignment & Brake industry needs specific individualized reference resources that are not lumped into the full-service programs such as Mitchell & All-Data so we don't have to incur costs for non-relevant information. An ala crate option if you will.

The Automotive field is constantly changing requiring training for new products. I did my first ASE test in 1981. ASE is constantly updating there testing, this is good.

The best kind of training is hands on. With an instructor. Or for the future YouTube videos would be awesome

The biggest problem I see is that we have technicians who get/sell a job say that they "aren't confident" enough and hand off the work. More is needed to increase their confidence and many of these guys don't read the ASE books in the first place. There needs to be a less formal version of the ASE tests that will naturally lead them to take the formal versions and get certified.

The company doesn't think I "need" training as I'm their lead technician, however I think I DO need training in the newer technologies coming out. I guess they figure those customers will go to the dealers under warranty so feel training is not needed until further down the road.

The cost would need to be as efficient as sending us to classes after work hours.

The future of the repair fields is suffering for the lack of quality mechanics entering the field The manufacturer's do not pay very well on their warranty to interest Techniciain staffing for retention in the field.

The inadequate training for the aftermarket is disturbing. The classes that are offered are typically outdated and present no tools to learn from. I was a Chrysler technician for 14 years and received excellent real world training and improved my ability to fix a vehicle first visit with a 85% success compared to the average of about 33% of anyone i've worked with outside the dealership scene. It's very disturbing how the industry has failed the people that need the knowledge to keep up with the latest technology. Most people I've met are still struggling to grasp 20 year old technology right now ! Very scary !!

the industry has changed since cash for clunkers and it may not ever recover to where a youg person can make the tooling investment and survive flatrate enough to meet realistic financial obligations.

The industry is changing quickly and computers are the future

The industry is dying. Technology keeps advancing but pay keep decreasing. The better you are the less you make. Even warranty, you get good at a warranty repair they cut the hours. No other industry will pay the smarter/faster more effienet employee less and less each year. No amount of training for technicians will help this issue. Managers and owners are the ones who need training on how to run a successful happy efficient shop or just have some basic human standards set into place. A 52 degree shop in the winter and 93 degree shop in the summer is acceptable to them.

the Industry is slowing cars need less maintence these day & employers want cheaper labor especailly in California where the profit margines are thinning

the mechanics receive tons of training but those of us in the parts area receive very little other than on the job and reading test prep books which lead to low percentage of people passing ASE . The pictures used in the test need to be actual photos as the drawings are horrible and unrecognizable in most instances.

The older we get hard to find the time to further help the younger generation.im finding that the younger generation although smarter .hands on is a problem.need to find a different aproch.to get them more interested.us older guys .are not going to be around forever.my thought is that every shop should have a older guy that is willing to show the correct way to hold tools correctly.and get them a work schedule that best fits them.working on flat rate is showing me that a lot of errors are being made and less work happiness. Although you can make more money. I've also seen bosses take advantage of flat rate.picking a person and giving them all the work and others not benefiting from the flat rate. Hurting other people's pay.so with that the people who are getting less pay.do not want to attend classes. Not excited in our field. Last place I worked I've seen managers move work loads to not help there business but hurt there employees.im in the middle right now of changing the way to do this in opening my own shop and to figure out the fun work place and not putting the best tech in front of others but to make equal.in people in there fields and offer the best guy to teach the ones who need it and show on his or her pay.

The only thing I wish was available in this survey was an ability to specify your employer. I believe my employer is very involved in this council and it would be nice if they were able to see all the results as well as each companies representative was able to see results from their specific employees for a more direct result on how they are doing in training

The options for selecting your employment area are too limited. Should include OEM and corporate levels. None of the options applied to my status.

The pay for technicians needs to be updated. Car Manufacturers and big business automotive groups need to stop shitting on the techs when it comes to flat rate hours and warranty hours. If things donâ€™t change nobody will want to do the work. Also places need to help train good employees to sharpen their skills to the next level and move up or once the well trained techs retire and leave they will be left with only lube techs that will not be able to adapt to more technical positions.

the repair industry is going to collapse in the next generation. electric vehicles will eliminate the need for most of the high paying skilled jobs and even some low skilled jobs. ev's have no engines thus no cooling,exhaust, fuel, emission, lube systems,belt driven accessories; no transmissions. the only skilled work will be accessory diag and repair such as a.c., power seats,etc. "a" techs will be competing with "b" and "c" techs for low paying brake, tire and suspension work. regenerative braking will even reduce brake pad replacement. the prohibitive cost of battery replacements will require 10 year warranties which will shut out the aftermarket. there simply will not be enough good paying jobs to support the number of techs out there. (even now, the flat rate system is not keeping up with the demands of the job). hate to say it but the auto repair training industry is also on the chopping block as ev's and other technology makes it obsolete.

The survey was ok. I do feel technicians need to be looked at as a more key component in the service industry.

The trade is terrible, I'm done

The training I feel I and my team need I don't know where I could even find it. I have asked all my diagnostic equipment companies and non offer anything except basic/starter training.

The training materials have always been too basic, or centered around buying a certain product the instructor is selling

The training must have merit to what the techs are getting involved with on today's vehicles. They need some history to know from where the current vehicle developed from.

The usage of virtual and augmented training must increase with OEM's creating these content. High school age students, as well as many others, gravitate more to this method and gain knowledge quicker. Teaching methods are greatly enhanced using this also.

The value of training is being overrun in the pursuit of profit and stock price. Goals are more short term than ever before

There are good training opportunities for lower to mid level techs , but not so much for senior technicians.

There are many missing questions.

There are still questions on the tests relating to carburetor cars and batteries that can be tested with hydrometers. I haven't been able to find a battery to demo hydrometer use in the last 5 years. Most of the tests appear to be current, but its time to take a hard look at all of the questions.

There is a need to know what people in the Automotive industry need, with out this survey you can't give us the training.

There is a real lack of communication between the service manuals and our diagnostic equipment that greatly reduces our ability to get to a solution. There is so much these tools can do but the esm would rather pin test you to death first. Don't get it. See if you can get the manufacturers to get this right and maybe we could fix a vehicle in a timely manner. Thanks, The automotive repair community

There is an awful lot of sub par training out there or training that is just plain wrong.

There is little value placed on training in the workplace. The guys making the most money do the least amount of training

There is no reason to know pay scales---so i don't put what i really made. pay scales would not be a test question.

There needs to be an alignment with the ASE tests and training materials that is available. That is ASE's biggest problem. Don't believe me ask others who are having a hard time better yet ask the test monitors who are giving the tests. I have been to three different locations and they all say the same thing which is "the material that everyone is studying isn't on the test" It's beyond sad! Nothing aligns and I have bought everything out there. Please help us who have many years in the field and spend countless hours studying, spent an enormous amount of money and have difficulty passing the tests. Thank you.

There needs to be better access to ASE test training provided by employers or ase. Also many of the test questions are out of date

There needs to be better and more readily available study guides

There seems to be too much classroom learning and that is now being replaced with online learning. Students need hands-on experience (shop labs), not more screens!

These new systems rely on fault code diagnosis. They do not cover basic description and operation of said systems.

This certification means nothing due to all of the so called schools handing out master certification to people with no experience or skill

this field of work has went down hill with pay and younger guys not getting into the field because of cost. It was a good job years ago but I would not recommend it to anyone now.

this industries going to be in big trouble in the near future if we don't get people into it .

This is a big farce. If you want to help the industry, help get rid of flat rate. The cars are far more complex to fix than what flat rate allows.

This is a great survey for your company, but our company will spend very little money in regards to sending our personnel to actual training

This is mostly a service related survey. Not much really pertains to the retail side for further learning

This is very good to review annual year for an automotive technician.

This survey makes me want to find a company that will invest in continuing my education and add value to the company by doing so. Thanks!

this survey seems too broad

This survey was easy to complete but I could have used a little more description on the differences between the types of electronic learning.

This survey was great, but I suggest that ASE test format should change as follow: 1) When the technician pass his/ her exam, then he/she should only take distance education or CE(Continuous Education) instead of recertification like other professional like engineering, physician, nursing etc. Otherwise most technician loose interest and quit taking the test. Please convey my plea to Mr. Zelnik for comprehensive change to ASE test program. Thank you. Ahmad.

ASE Technician

This trade needs to return to an apprenticeship system . New entry level techs are coming out of trade schools unprepared for the real automotive repair world !!!

this was useful Thank you Rick Scheiner

Thorough survey

To Be Clear. Questions 19 -29 were what I believe we will be seeing. NOT what I believe is the NEEDED. We - Industry - Needs More & Better Training.

to me depends on what you do at your store ,to how much hands on you would need for my job! Techs hands on has always been the best! can put your hands on the parts that need repairing and get that feeling of doing it yourself! But to cut cost web based and VCT are taken over!

To the think tanks that may be listening. Youâ€™re always printing articles on how to fix the technician shortage but always miss the real reason as to why, even though everyone is aware of it. Pay, plain and simple. I know plenty of guys who donâ€™t mind hard work, long hours, 6 days a week. But when that pans out to \$60k a year or less, itâ€™s not worth it. Techs arenâ€™t stupid, they are leaving for greener pastures, better paying jobs with way less hours worked. I got lucky and got a

government fleet job, M-F 7-4. There is no way I'd ever go work in the dealer or retail world again. And with my skills and experience, that's a shame for them. And there's plenty of other guys just like me who have done the same or will do the same soon. Might want to pass this along at the next formal rubbing elbows shindig there is. You think today's UTI grads are going to fix tomorrow's cars?

Too generic

Too many places are greatly reducing training to save money then complain when employees do not know or understand a concept

Too much dependence on e-learning. Face-to-face is more productive and efficient.

Trading is key, to stay on top of things and up to date

Training is a must to stay up to date with changing environment!!

training is always welcome in my world. anyone who feels they don't need to continue learning are never going to progress in their field.

Training is becoming more and more important. Unfortunately the available options for some of us are very cost and time prohibitive. It is very hard to get a good ROI on the costs associated with the training. We have virtually no options within over a 100 miles of the shop.

Training is essential to an employee and employer success.

Training is essential to promote brand satisfaction and personal success

Training is hard to get in an industry on the decline. In our area young people have no interest in the trade, due mostly to low wages.

Training is important.

Training is the Key to success

Training is the key to the ever changing technology today, employers and manufacturers need to provide on a regular basis. Some are good with this but a lot don't or won't.

Training must be taught by hands on professionals.

Training needs to be at the forefront of our industry. A push for more availability during the day is now due. I suggest a day and night class availability.

training usually consists of evening classes crammed into an already full schedule

Training, availability, & delivery methods vary, depending on subject matter. Classroom combined with hands on is always preferred but unavailable in my area.

Training needs to be paid for by employers. Including travel, room and board. Techs should NOT have to pay for training. Automotive industry needs to wise up and make things more attractive for the next generation of techs.

Tried to answer honestly to the best of my knowledge

Truck air brakes would be nice. DTI used to have an air board. They are no longer doing it.

Unemployed at this time but when i was working jobs that I was at preferred people with out ASE.

Unfortunately some people in management don't think training is all that necessary even though they buy new equipment.

Untrained upper management to give training

Update the ASE test to meet what we actually do in the real world today. I should have questions talking about rebuilding master cylinders or doing alignments without alignment machines.

usually will train to keep master statis

very easy survey

Very good

Very good survey this year. Training is key to our success in this industry

Very informative!!

Very little manufacturer training for the aftermarket. Most of what is available is not credible for advanced technicians.

Very nice & well put together.

Very useful in formulating training policies.

Virtual simulation has some benefit. However it drives me nuts because it typically goes slower than my learning pace and rarely seems like the real thing.

Virtual Simulation will outpace any other venue for learning, or it should. Social media will become the new mentoring system.

Waste of my time to be certified with ASE

We don't do engine/trans/brake work at my shop. We are a fire truck/ambulance dealership so most of our work is done on the fire apparatus side of things and not the truck/chassis side.

We have not really been given the opportunity for better, yet cheaper training. The vision program is good, but would be better if somehow, it went local.... to many different cities, all year long.

WE NEED MORE ELECTRIC VEHICLE AND HYDRID CLASSROOM TRININING

We need dealership training. There needs to be a partnership between State schools and dealerships to allow cross the aisle training. This is the only practical solution to our training needs.

We need more hands on training and a lot longer time learning it.

We need more time to train the younger techs or there's not going to be anyone left that can truly fix a vehicle...

We need more trained techs in the field

we need to get a handle on getting up to date info that will be used in our industry.

We really need to work on how the questions are worded.

Welp

What about if you are self employed?

what is going to change??? I hear the bitch and no fix???When I go to my boss with a bitch I also have the fix in my hand.

WHAT IS WRONG IS THE CO. WANTS TO WEBINAR INFO @ 5:30 TO 6:00 , WHEN OR IF YOU ARE HOME , MOST OF THE TOME YOU MISS IT , THEY DO SOMETIMES MAKE IT AVAILABLE , THE NEXT DAY . THEY DON'T WANT TO PAY THE HOURLY PERSON'S THE 2 TO 4 HOURS TO LEARN , AND THEY MISS IT , SO WHAT IS THE USE ?

Whatâ€™s the point? Questions not relating to much at all.

When I was younger and first starting out I preferred classroom training. There are a lot of videos now that can instruct fairly well if you already have a good working knowledge but if you are new I think you cant beat hands on - in classroom training.

When working as a fleet mechanic, training is not given that often it requires teaching yourself for work skills and ASE testing.

When you work for large Corporations, the training doesn't seem to focus on the style of shop you are. They just take what NAPA or Carquest offers even if it doesn't fit your shop. There is no focus on the proper training, for the type of work we do. For instance a class on diesel transmissions when we don't diagnose these.

While hands-on training is preferred by most technicians, the fact is they have a very difficult time " making time" to attend these classes. Seems like only fleet techs are available for day classes. Evening classes and content usually needs to evenings to cover a "day's worth" of Training. It is my opinion that trainers/hosts Must provide dinner for evening classes is ridiculous. Adults should not need to be lured into classes - go to offered training and improve your earning potential. That should be enough.

While the industry desires more Computer based E learning, I feel the hands on nature of our work draws people who learn better face to face and in a hands on environment.

While training is important the real problem in this industry, especially the heavy duty side, is attracting and retaining young talent. You must create/ maintain a precence in the high/ vocational schools.

Why is recertification subscription only available for a1-8? I have other certifications . Do i have to go to a testing facility to recertify. Your testing Facility is farther than i travel for classroom training. This questionair also qualifies for ase recertification.

Why not ask surveyors to fill in certifications they have. Iâ€™d think people with higher certs care about their training more for their career

will survey results be published?

Will these results be available to NATEF educational programs? I sure hope so.

Wish there was more training online that was more easy accessible that you didn't have to pay for. Most self help options cost way too much to afford or have to subscribe to some program.

wish to recieve scope and reflash training in twin cities area(st.paul minneapolis) prior to ASE tests

With a big push to electric vehicles. There needs to be more training on this especially in rural areas.

With a myriad of changes to our industry. Main focus should be quality pay for quality work. These days, companies are getting cheaper, hiring for less money but expecting world class knowledge and experience.

With so much technology and the pace at which it changes I would love to see the Car Makers offer a CD Workshop Manual offered with each vehicle.

WITH TODAY'S VEHICLES WE AS TECHS NEED MORE HANDS ON TRAINING THAN BEFORE. ESPECIALLY IN ELECTRONICS.

Without proper training today, The technician would fall behind VERY quickly

Would like more training in all methods and need paper work to go with it all. Most classes don't give out paper work for personal records.

Work for Gov. they think the ASE tests we are required to take are training, when they are testing what we already know, very little training on new systems.

Working at Independents I never received training. I studied for and received ASE certifications on my own time because I saw it as the only available way to sort of prove my skill level. At dealerships I have received training although training comes slowly as it is expensive and time consuming. In this industry training is necessary or we as technicians soon get left behind.

working for an independent shop it is difficult to get or participate in formal training without the use of personal time and finances

would be interested in more training but cost and finding the right training is the key. I work all day and not a lot of time left in the day to do training

Would be interested in self paced, 2/3 d developed classes, but not total programs like they sell to schools for a thousands of dollars.

would be nice to convince employer that training is a necessity in the ever changing automotive field

Would like more compliance verified. So many people have ase but have no certified techs. To the point of patching a tire with belts showing. Big O tires in Cheyenne and Lynhaven Lincoln Kia in Virginia Beach are two examples

Would like the opportunity to use E-learning and virtual learning. Along with good video leaning tools.

Would like to have a translator available. I have a comprehension problem and would like someone there to read questions. If I read I get questions wrong, but if someone reads me questions I get them right. But have been told it's cheating. Luckily Mercedes doesn't believe in ASE

Would like to see enforcement of credentials. A lot of places claiming and advertising ASE but not keeping up with certs. I live in Indiana, anything goes...

would like to see equipment maintenance training (annual maintenance on lifts/brake lathe/etc.)
would like to see a good alignment class that goes into WHY the alignment is off (Hunter has a week long class that is unrealistic for most shops)

Would like to see more BMW, Audi/VW, Mercedes-Benz and general European systems classes made more available to the area, along w/communications as to where and when these training opportunities will be held with reasonable warning ahead of the class dates.

Would like to see more of the above listed training availability to be able to promote it to my employees.

You can only learn from experience. I will never use a computer or video. Hands On & Paper Back Books are the best. The Old School is the Right School Remember- Techs are part changers. Mechanics are people that know & understand how it works. Mechanics know how to fix them from A to Z. Thank you.....

You have to work in a dealership to get any training thatâ€™s any good and the dealers are mostly flat rate and lâ€™m too old to do that. Not the best career choice

You should ask what is used ./ needed for technical and admin separately

You should have an "other" category for questions 1 and 2. I am an industry consultant, but none of the choices provided really fit my job title or workplace.

your mom liked it

Your pc testing program is horrible and am I am thankful I work for a company that doesnâ€™t require me to have ASE certificates.

Youtube offers just-in-time training. Free and often useful, though its a jungle out there.