

**CENTRAL TEXAS COLLEGE
INDUSTRIAL TECHNOLOGY DEPARTMENT
DIESEL ADVISORY COMMITTEE
APRIL 19, 2007**

MEMBERS PRESENT:

Richard Higgins, Allison Business Manager, Stewart & Stevenson, Houston, TX
Dan Dudley, Retired, PO Box 197, Pottsville, TX
Mike Schultz, Owner, Austin Fuel Injection, Austin, TX
Craig Fritzmorris, Corporate Recruiter, Stewart & Stevenson, Houston, TX
Don Donaldson, Professor Emeritus, Killeen, TX
Ken Buchheit, Customer Support/Training, Cummins Southern Plains, Arlington, TX

MEMBERS ABSENT:

Marvin Haddock, Recycled Engine Coolant, In, Buda, TX
J. B. Mauldin DOL Maintenance Division, Ft Hood, TX
John Daniel, Service Manager, Holt Caterpillar Co of Texas, Pflugerville, TX

EX-OFFICIO MEMBERS

Wayne Kephart, Diesel Instructor
David Walker, Diesel Instructor
Don Mikles, Dean, Central Campus
Billy Hazzard, Department Chair
Dianne Dudley, Department Assistant

The meeting was called to order by Mr. Billy E. Hazzard, Department Chair who welcomed the Diesel Advisory Committee on behalf of Dr. Anderson, Chancellor and Mr. Mikles, Dean of Central Campus. He thanked the committee for their continued support of the Diesel Program and participation on the advisory committee.

Mr. Kephart discussed the additions that have been made to the program. We received a Cummins ISBMCA 50 engine with an EGR system last year and have just purchased a Series 60 engine; both are running and will be intergraded into the program soon. The Module book has to be updated for the new engine. Mr. Kephart asked is there were training manuals on the EGR system for the Detroit Diesel. Mr. Higgins said that Mr. Alice, training manager for Stewart and Stevenson, was going to address that but because of illness he could not come. Mr. Higgins said that he would find out what is available. Mr. Kephart said that in the last couple of years, two ISS Cummins have been added to the program. His intent was to purchase a Cat electronic engine this year, something with the Advanced Combustion Emission Reduction Technology (ACERT) system, trying to get the program as modern as we can. Because of the time frame of getting paperwork through the budget process, we will not get the Cat engine this year and has asked Mr. Hazzard to put the engine back in the budget for next year. Also, we have been getting rid of the old engines in the lab. The 1903 and old 6071 have already been turned in. A series 6.2 GM had to be replaced and when that one fails, the Diesel department will not do anything else with 6.2 GM equipment. As long as the 6.2 GM and the 16V71 engines run, we will continue to use them in the program because the military still uses the equipment. Mr. Kephart's

goal has been to get front line engines in the front lab that all have updated electronics. He has reached his goal with one exception and that is replacement of the old 346 Cat. Other changes this year was the addition of a new tool room and he is going to add Quickserve on line.

We currently have 16 students. In years past, 75% of our students were military but because of the war in Iraq and Afghanistan, the population has dropped. There are only three military students in the program. Mr. Hazzard said that our student enrollment was like a roller coaster, constantly up and down. At any given time at Ft. Hood, one division is deployed and as soon as that division comes back the other leaves. When they first return, the soldiers have about six months to go to school. We will get the students for one, two, or three classes before they begin to train up again. Sometimes, we may get them back but it might be about a year and half before we see them again. Mr. Kephart added that we have quite a few VA students as well as a number of self-pay students. We are scheduled to do 39 Heavy Equipment classes this year for TXDOT. He will be doing 21 of the TXDOT classes, Mr. Brittingham will do the other 18 classes.

Mr. Donaldson asked if the completer numbers are what the Coordinating board wants. Mr. Kephart said yes. Mr. Hazzard added that if students complete in program, we have no problem getting them placed. Most of the students have jobs prior to completing the class and still we have employers looking for technicians. Our goal is to turn out as good of beginning level technicians as we can. According to Mr. Kephart, we cannot make a journeyman technician because we don't have the time and resources. He gets feedback from former students, they stop in and thank him for training and what it has done for them. We have had similar feedback from employers as well.

Mr. Higgins asked if there were any comments or questions. Mr. Buchheit said that the biggest concern in the industry this year is the shortage of 60 thousand technicians. Young people are looking for jobs that give them immediate approval, like in a computer game. In the real world, it doesn't happen that way. It takes days to build an engine; tear it down, clean it up, and then reassemble. They find that people from rural areas know how to work. So in their recruitment efforts, they focus on this part of the labor market. From the feedback, he feels that we are producing what is needed for the beginning technician.

Mr. Fritzmorris said that he is interested in getting people into the industry. Mr. Kephart said when students ask where to go to find jobs, he tells them to go Austin, Dallas, Amarillo or Houston and then check with the different companies such as Cummins, Detroit, and Cat. Mr. Fritzmorris added that one of the best markets was Amarillo because of the convergence of the interstate systems. The other thing that students need to know was electronics because it is here and not going away.

Mr. Schultz gave an update on bio-fuels and other alternative fuels entering the market. He discussed the effects these fuels have on diesel engines and their performance.

Mr. Hazzard asked Mr. Buchheit and Mr. Fritzmorris if they would like to become members of the advisory committee. They both said yes. Mr. Buchheit stated that he would like to come back down at another time to look at the lab and program.

Mr. Hazzard asked the Committee Members if there was a need to continue the programs. The committee agreed that there was a definite need. All members present agreed that the Diesel Technology Programs needed more lab space.

The committee members completed the annual evaluation of the Diesel Technology Programs and the Contact Information Form.

Mr. Hazzard thanked everyone for attending the meeting and expressed his appreciation for their assistance and support of the Diesel Technology Programs. Everyone was invited to tour the facilities. Many members went through the lab to see the new engine.

Dianne Dudley
Recorder/Department Assistant
Industrial Technology Department

Billy Hazzard
Department Chair
Industrial Technology Department