



Automotive Vehicle Assembly Plant Operations Course: BIW, Paint Shop, Trim and End-of-Line

3 – 7 May 2027

Amsterdam - Zuidas business district hotel



Automotive Vehicle Assembly Plant Operations Course: BIW, Paint Shop, Trim and End-of-Line

Ref: 1854_28084 **Date:** 3 – 7 May 2027 **Location:** Amsterdam - Zuidas business district hotel **Fees:** 23500 SAR

Introduction:

Automotive vehicle assembly plant operations, from BIW and paint shop through trim and end-of-line, is a 5-day course for body shop, paint shop, general assembly and vehicle quality teams, ending with an Assembly Plant Launch and Quality Readiness Plan. New assembly plants lose output when weld cells drift out of geometry, e-coat and topcoat defects reach the customer, trim lines run unbalanced and sequenced parts arrive late. Nominees already supervise or engineer a shop, and teaching is by inspection walkthrough of case bodies, layouts and audit records. CoreConcept Training Center delivers this vehicle assembly plant operations course.

Course Objectives:

- Map the flow of a vehicle through body shop, paint shop, general assembly and end-of-line test and set the key performance measures for each shop
- Control body-in-white weld cell output, joint quality and dimensional geometry using spot weld checks, teardown and in-line measurement data
- Run paint shop pretreatment, electrocoat, sealing and topcoat processes and classify paint defects to their process cause
- Balance trim, chassis and final assembly stations to takt and plan the body and powertrain marriage, torque control and error proofing
- Specify end-of-line tests, water leak checks and customer-view audits and feed their results back to the shop that created each defect
- Prepare a model launch with pilot build phases, sequenced supplier delivery and a ramp-up curve that protects first-time-through quality

Target Audience:

- Plant and shop management teams responsible for daily output, cost and quality of a vehicle assembly plant
 - Body shop engineering teams responsible for weld cells, fixtures, joining processes and body geometry
 - Paint shop engineering teams responsible for pretreatment, electrocoat, sealing, topcoat and oven processes
 - General assembly engineering teams responsible for line balance, station design, torque and error proofing
 - Vehicle quality and audit teams responsible for end-of-line testing, defect feedback and release of finished vehicles
 - Launch and supplier sequencing teams responsible for pilot builds, ramp-up and just-in-sequence part supply
-

Course Outline:

Day 1: Vehicle Assembly Plant Flow, Shop Measures and Current-State Review

- Four-Shop Plant Map From Body Shop to Vehicle Audit
- Body Buffer and Painted Body Store Sequence Logic
- Jobs Per Hour, First-Time-Through and Direct Run Rate
- Shop Downtime and Throughput Loss Pareto by Cause
- Current-State Walkthrough Sheet for a Case Assembly Plant

Day 2: Body-in-White Weld Cells, Joining Methods and Body Geometry

- Resistance Spot Welding Schedules, Electrode Dressing and Weld Checks
- MIG Brazing, Laser Brazing, Clinching and Structural Adhesive Bonding
- Framing Station Fixtures, Locating Pins and Datum Schemes
- Chisel Test and Destructive Teardown Plan for Weld Quality
- In-Line Measurement Data and Gap and Flush Tracking

Day 3: Paint Shop Pretreatment, Electrocoat, Sealing and Topcoat

- Pretreatment Cleaning and Phosphate Conversion Coating Bath Control
- Cathodic Electrocoat Voltage, Throwpower and Ultrafilter Rinse Recovery
- Underbody Sealing, Seam Sealer and Cavity Wax Application
- Primer, Basecoat and Clearcoat Robot Paths and Film Build
- Oven Bake Curves and Paint Defect Catalogue by Root Cause

Day 4: General Assembly Line Balance, Marriage, End-of-Line Testing and Defect Feedback

- Trim, Chassis and Final Line Balancing to Takt Time
- Powertrain and Body Marriage Station Alignment and Torque Control
- Poka-Yoke Error Proofing and Traceable DC Nutrunner Tightening
- Wheel Alignment, Roll and Brake and Water Leak Tests
- Customer-View Vehicle Audit Scoring and Repair Bay Feedback Loop

Day 5: Inspection Walkthrough and the Assembly Plant Launch and Quality Readiness Plan

- Just-in-Sequence Supplier Broadcast and Line-Side Sequencing Checks
 - Pilot Build Phases, Ramp-Up Curve and Launch Readiness Gates
 - Case Plant Walkthrough of Weld, Paint and Trim Defects
 - Shop-Level Containment and Quality Wall Exit Criteria
 - Assembly Plant Launch and Quality Readiness Plan Completion and Review
-

Skills You Will Gain:

- Assembly Plant Performance Measurement
- Weld Cell and Body Geometry Control
- Electrocoat and Topcoat Process Control
- Paint Defect Diagnosis
- Assembly Line Balancing
- Vehicle Test and Audit Planning
- Sequenced Supply Coordination
- Model Launch Readiness

Why Attend This Course:

- Deliver an Assembly Plant Launch and Quality Readiness Plan to the plant manager and the vehicle quality lead for approval before the next model launch
- Decide where to place body buffers, quality walls and repair bays by reading shop throughput and audit data together
- Avoid paint rework, water leaks, missed torque and late sequenced parts that hold finished vehicles back from shipment
- Coach shop supervisors on weld checks, paint defect catalogues, station balance charts and customer-view audit scoring

Conclusion:

Back at work, the participant presents the Assembly Plant Launch and Quality Readiness Plan to the plant manager, the shop managers and the vehicle quality lead. The plan supports decisions on launch gate approval, line rate for each ramp-up step, containment levels at each shop exit and the sequencing terms agreed with suppliers. After the first pilot build or volume week under the plan, the plant should compare first-time-through, jobs per hour, audit scores and repair bay load against the plan and adjust its gates and containment.

Frequently Asked Questions FAQ:

What should participants know before the automotive vehicle assembly plant operations course?

Participants should already supervise or engineer a body, paint, assembly or vehicle quality area, or be preparing to join a new plant. No software is required. A layout, defect report or audit sheet from their own plant makes the walkthrough exercises more useful.

How does a vehicle assembly plant operations course differ from a general manufacturing processes or press shop course?

It follows a complete vehicle through body shop, paint shop, general assembly and end-of-line audit and treats the plant as one system. Manufacturing processes courses compare routes for single parts, and press shop courses stay inside die design and stamping.

Why do automotive vehicle assembly plants hold a customer-view audit after end-of-line testing?

End-of-line tests prove function, such as alignment, brakes and water tightness, but cannot judge appearance and fit as a buyer sees them. The audit samples finished vehicles, scores defects by customer weight and sends each defect back to the shop that caused it.

What do participants take back from the automotive vehicle assembly plant operations course?

Participants take back an Assembly Plant Launch and Quality Readiness Plan with shop measures, weld and paint control checks, a balanced station chart, an audit scoring sheet, pilot build gates and sequencing checks, ready to adapt to their own plant.
