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Type 3 Conveyance Mechanic License Affidavit

(7/7/2016)

A conveyance mechanic seeking to satisfy the proof of field experience requirement per Section 4-1-1(2)(a)(ii) of the [Conveyance Regulations](#) must complete this affidavit, sign it before a notary public and submit it with the [Mechanic License Application](#).

I, _____, being first duly sworn, depose and state the following:
 Conveyance Mechanic Applicant Printed Name

- I am applying for a Type 3 Conveyance Mechanic License according to 7 CCR 1101-8 Section 4-1-1(2)(a)(ii).
- I testify that, during the time frame of my participation in the training program approved by the Division of Oil and Public Safety (OPS) for which I have submitted a certificate of completion, my work experience consisted of at least 1,700 hours per year performing repair, maintenance, alteration, and/or construction activities as discussed in the Training Course Outline (pages 2-4 of this document). I also testify that these work activities were performed on the type of equipment described in ASCE21 – Type 3 Conveyance Mechanic License.
- I understand that:
 - There are severe civil penalties for any false statement or representation of a material fact, knowing it to be false, or knowingly failing to disclose a material fact with the intent to defraud.
 - Section 9-5.5-118 Colorado Revised Statutes (CRS) gives OPS the authority to issue a notice of violation through Section 8-20-104 CRS, which may include penalty fines up to \$500.00 per day of violation and the revocation of the application for licensing for up to two years.

 Conveyance Mechanic Applicant Signature

Notary Public Certification

Subscribed and sworn to before me in the county of _____, State of _____,
 this _____ day of _____, _____.

Notary Public Printed Name: _____
 Signature: _____
 My Commission Expires: _____

Bombardier APM Mechanic Training Course Outline

Introduction

The following is an outline of the training provided to all newly hired technicians at the Bombardier Operations and Maintenance Facility at the Denver International Airport during their first 3 ½ years of employment at the site.

I. Guidelines

- a. Once the trainee completes this regime and passes a series of written, oral, and practical demonstration examinations, he/she is promoted to full Mechanic and is considered fully trained and eligible for licensing. (See Appendix for Testing Guidelines)
- b. The time allotted (3 ½ years) is a minimum for those without previous APM experience, and the process may take as long as 6 ½ years, dependent upon the progress of the individual.
- c. Classroom training is conducted on site, during working hours and the trainees are compensated for this time.
- d. Ongoing training and recertification is conducted annually.
- e. The courses may not be conducted in the order presented here, but rather in a, "round robin" fashion within each course, except in cases where chronology is necessary for building upon previous information.
- f. New courses/certifications may be added as equipment/technology upgrades occur.
- g. In cases where individuals are hired with prior APM experience, testing for promotion may be done early if requested by the technician and at the discretion of the Site Director, based upon input from supervisors and the engineering staff concerning the readiness of the individual.

II. Course 1

Total Hours: 65 (First six months)

- a. Module 1: Familiarization (Total: 32hrs)
- b. Module 2: Safety (Total: 30hrs)
- c. Module 3: Vehicle Operation and Maintenance (Total: 3hrs plus OJT)

III. Course 2

Total Hours: 99 (After completion of first six months)

- a. Module 1: Vehicle Systems (Total: 43hrs)
- b. Module 2: Station and Wayside ATC (Total: 24hrs plus OJT)
- c. Module 3: Guideway Switch (4hrs)
- d. Module 4: Communications (Total: 9hrs plus OJT) Lesson
- e. Module 5: Bench VAST (Total: 2hrs)
- f. Module 6: PDS/UPS (Total: 4hrs)
- g. Module 7: Central Control (Total: 13hrs plus OJT)

Certifications

Total Hours: 60

Annual System Safety Training

Total Hours: 60

Technical Writing

Total Hours: 5

IV. Remote Coursework:

- a. Offered through George Brown College of Toronto, Ontario, Canada, this coursework is required in the event a candidate is hired who does not possess the equivalent of an Associate Degree in electrical, electromechanical, or similar technological field, or similar form of formal technical training such as related apprenticeship, military, or similar technical school. Some or all of this remote training may be required dependent upon the qualifications of the individual, or tailored to cover gaps in the individual's training or experience.
- b. Completion of all modules provides the employee with a certificate as an Electromechanical Technician and provides the technical core of an Associate Degree from Allen County Community College in Topeka, Kansas. ACCC is accredited through the North Central Association and specializes in remote learning. An additional 15 credit hours of general education credits (available online) will complete an Associate Degree in Electromechanical Technology.
- c. Courses are presented via CD ROM or DVD and are self-paced. Testing is done remotely and proctored live by ACCC representatives and monitored by a Bombardier representative.
- d. Coursework is completed on employee's time, testing is completed on company paid time.

Appendix A Testing Regime for Denver APM Mechanics

A brief outline of the testing process for retention and advancement of Automated People Mover (APM) Mechanics at the Bombardier Service Delivery Center at Denver International Airport.

I. Description of Test

Testing consists of three, 100 question, multiple choice exams drawn from knowledge of the functions of the APM system at the Denver International Airport. Each exam contains ten questions from each of the following ten categories of system knowledge:

- a. Administration
- b. Central Control
- c. Communications
- d. Doors
- e. Interlocking
- f. Power Distribution Systems (PDS), Uninterrupted Power Supply (UPS), and Wayside Operations
- g. Station Automated Train Operations (ATO)
- h. Track Signaling
- i. Vehicle Automated Train Controls (ATC)
- j. Vehicle Systems

The overall passing score required on each test is 75% or higher, with no minimum score requirement within individual categories. Questions on the exams are identical within each level, though there are several versions of each exam with test questions distributed in random order to minimize the opportunity for memorization and other forms of misuse. All questions are distributed randomly on the exam, not grouped into categories, nor are the questions identified by category.

II. Testing Schedule

There are three distinct written tests in the regime and one oral examination. Each of the written exams require progressively more knowledge of the subject categories than the previous. Selected

prints, drawings and schematics are provided for use during the written exams. Passing each level corresponds with a step increase in pay that follow on preset dates.

The written tests are commonly referred to as:

- a. Basic Helper
- b. Intermediate Helper
- c. Mechanic

The oral examination is conducted by a board consisting of several managers, engineers, or supervisors knowledgeable of the Denver APM system. The oral exam consists of five questions that require in depth responses of a technical, procedural, or situational nature. The exam may include physical demonstration of specific actions.

III. Retesting

- a. Failure to pass the Basic Helper Test will result in one retest prior to completion of six months of employment. If the test is not passed within these constraints, the employee will be terminated as a probationary release.
- b. Failure to pass the other tests will result in up to three retests, each six months apart (February and August are the testing months). This affords four attempts to pass the same test. Failure to pass on the fourth attempt will result in termination for, "failure to make adequate progress", which is allowed under the existing collective bargaining agreement and required under our current commercial contract with the City of Denver.

Appendix B

Bombardier Mechanic OJT Outline

- I. Level 1 (6 Months)
- II. Level 2 (18 Months)
- III. Level 3 (24 Months)