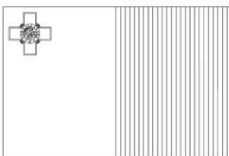


## Occupational Profile: *Motor Vehicle Mechanic*

A competent Motor Vehicle Mechanic should be able to demonstrate the following skills and competences:

1. Routine Servicing and repair of Light and Heavy Vehicles, under supervision, as per manufacturers' recommended schedules.
2. Undertakes part repair work of a non-routine nature following unscheduled stoppages arising out of accidents or otherwise.



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European Social Fund (ESF)  
Co-financing rate: 85% EU Funds; 15% National Funds



**The candidate applying to be trade tested for the Certificate of Competence should be in possession of the majority of the following knowledge, competencies & skills:**

**Screw Drivers**

**The handling and the use of the following:**

Flat blade

Philips

Posidrive

Torx

**Common Tools for Measuring**

**The handling and the use of the following:**

Vernier Calliper

Micrometer

Feeler gauges

Clock gauge

**Hand Cutting Tools**

**The handling and the use of the following:**

Files

Hacksaws

Cold chisels drills

Taps

Dies

Identifying and application of metric and unified screw threads

Identifying and application of screw thread fasteners used in automobiles

**Welding Tools**

**The handling and the use of the following:**

Electric and gas Welding

**Machine Tools****The handling and the use of the following:**

Bench or Pillar type drilling machine  
Off-Hand grinder

**Soldering****The handling and the use of the following:**

Soldering iron

**Brazing****The handling and the use of the following:**

Brazing Torch

**Screw Drivers****The handling and the use of the following:**

Flat blade  
Philips  
Posidrive  
Torx

**Metric and AF Wrenches****The handling and the use of the following:**

Open jaw  
Ring  
Hexagonal  
Bi-hexagonal  
Torx  
Torque control wrenches and sockets  
Replacing a timing belt on single and twin overhead camshaft engines  
Re-timing a conventional ignition distributor, sorting out and re-connecting high tension leads.  
Re-timing a distributor type fuel injection pump  
Re-timing an in-line type fuel injection pump including the use of a stroboscopic timing light

Removing and replacing a cylinder head  
Dismantling and assembling valves  
Re-sitting valve clearances, determining shim thicknesses, inspecting and testing hydraulic tappets  
Selecting spark plugs on the basis of heat range using charts/manuals  
Removing/dismantling, examining and assembling a plate clutch  
Dismantling, examining and assembling a manual gearbox  
Servicing and overhauling brakes

**Dismantling, Inspecting, Replacement of parts, Assembling & Testing:**

Engines (spark and compression ignition types)  
Lubrication systems  
Ignition systems  
Clutches and torque converters  
Gearboxes, manual and automatic  
Final drives and differential  
Universal joints  
Braking systems and components  
Suspension, steering systems and components  
Electrical & Electronic systems & components  
Ensuring surroundings are clean and 100% safe to work in  
Raising vehicles and having it supported with maximum security  
Checking fluid levels, tyre pressures and effectiveness of locking devices on nuts and bolts  
Simple first line of preventive maintenance  
Applying manufacturer's instructions regarding the specification of consumables  
Replacing parts and materials correctly using the right tools and with due regard for safety and avoidance of damage to related parts  
Awareness of the risks involved concerning air bags

# **ASSESSMENT CRITERIA**

## **Motor Vehicle Mechanic**

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### **1. Introduction**

The following is a detailed description of the assessment criteria to be adopted by the Trade Testing Board (TTB) to reach a final decision on the award of the Certificate of Competence.

### **2. Trade Test**

The trade test is to be made up of the following components:

1. The Written
2. The Practical
3. The Interview

**The Board has agreed on the sequence of the test and the markings allocated to each specific component as indicated below:**

<b>Component</b>	<b>Mark</b>	<b>Pass Mark</b>
<b>Written</b>	<b>100</b>	<b>50%</b>
<b>Interview</b>	<b>100</b>	<b>50%</b>
<b>Practical</b>	<b>100</b>	<b>50%</b>

## The Written Component

The Board has agreed that candidates will sit for the written test which has duration of 2 hours.

This session will cover the following sections:

A: This paper is a multiple choice type on the layout, construction, function and operation of:

- The four and two stroke cycles of operations of internal combustion engines of small and medium power inputs
- Fuel injection systems: petrol and diesel (including common rail types)
- Electronic ignition systems
- Engine management
- Lubrication systems
- Cooling systems
- Transmission systems
- Brakes
- Steering
- Suspension
- Lighting, signalling, starting, generating and storage systems

B: In this section, questions are based on standard mathematical processes to calculate the following:

- Areas and volumes relating to circular objects, swept volumes engine capacities, tanks
- Compression ratios and volumes of liquids to be added to mixtures and dilutions such as radiator coolants and petrol  
Fuels for two-stroke engines
- Distance, velocity and acceleration; Newton's laws of motion
- Engineering Drawing, Systems of projection: first angle; third angle; oblique, isometric and free hand drawings

## **The Interview Component**

**All candidates will be called for an interview. The duration of the interview will be from 20 to 30 minutes.**

**The interview questions will cover the topics as listed in the Theory and Practical components in addition to the following:**

- **Health & Safety**
- **Work Experience**
- **Tools & Machinery**



## **The Practical Component**

**Candidates will be given a particular exercise which will have a duration of 2 hours.**

**This Assessment component is considered as based on the practical experience gained by the Candidates at the place of work.**

**Candidates are expected to demonstrate their ability in the following tasks.**

- Replacing a timing belt on single and twin overhead camshaft engines
- Re-timing a conventional ignition distributor, sorting out and re-connecting high tension leads
- Re-timing a distributor type fuel injection pump
- Re-timing an in-line type fuel injection pump including the use of a stroboscopic timing light
- Dismantling and assembling valves
- Re-setting valve clearances, determining shim thicknesses, inspecting and testing hydraulic tappets
- Removal/dismantling, examining and assembling a plate clutch
- Assembling wheel bearings and adjusting pre-loads
- Overhauling suspension system and components