

# Additional Information Sheet

February 2012

## **Mechanic CDL Requirements**

A mechanic must meet current CDL requirements prior to picking out of CSC. If a mechanic is bumped out of CSC, he/she has 90 days to meet CDL requirements. The requirements include the Class B CDL with air brake and passenger endorsements.

## **Inspection Certification Training**

Prior to starting their inspection duties, any Mechanic or ESW picking inspections must have attended inspection standards training within the last year unless he/she is currently a full-time inspector. At least one class will be provided between the pick and the time shake up starts (Maintenance Procedure #66).

## **South Base Mechanics**

The term "Usually W/E Insp/PM Project" used on some SB mechanic positions means:

This position will do weekend inspections. If no inspections are scheduled for the weekend, the position will work on any PM Projects that may be generated by M5.

## **Atlantic, East and South Base Leads**

To ensure lead coverage on weekends, some lead positions will be posted with "MID" (midweek) for RDO. Leads that pick these positions must notify the Executive Board Officer/designee conducting the pick what their RDOs will be for this service change.

## **Non-Revenue Vehicle Shop**

The NRV Shop services and repairs a wide variety of vehicles including forklifts, push trucks, automobiles and trucks – up to and including heavy-duty diesel trucks. Mechanics perform routine inspections and repairs on transit vehicles. They use a wide variety of automotive equipment and tools including electronic diagnostic equipment. AC and unpicked vacation will only be granted as staffing level and/or workload permits. Per Local 587 Collective Bargaining Agreement, NRV positions for Lead Mechanic and Mechanic will be picked once each year at the first pick of the year.

**Special Note for the Lead Pick: The February 2012 Shake-up marks a one year trial period to have the Central Base Dayshift Chief manage the NRV Shop in addition to current duties at Central Base. During 2012 the NRV Lead mechanic will be the Primary Point of Contact for NRV customers. Customer service and communication skills are heavily emphasized at this location.**

## **ESW/Stores Drivers**

The new contract between Metro and Local 587 merges the positions of ESW and Stores Driver. There are currently 2 stores driver positions and employees that are affected. The contract grandfathers the 2 existing Stores Drivers into the Stores Driver spots until they opt to pick out to a regular ESW position. At that time the Stores Driver position will become a regular ESW position with a designation of "Usually Stores Driver" and will be available to ESWs for picking by seniority like any other ESW spot.

The current two Stores Drivers must inform the Union **IN WRITING** – BEFORE THE ESWs BEGIN TO PICK – of an intention to pick into either (1) a regular ESW position or (2) the other Stores Driver position. If the Union Eboard members working the pick do not hear from the Drivers, they will assign the Drivers their position from their last picked assignment.

CSC ESW positions may be used as relief drivers of stores trucks.

**North Base / NRV Personnel in all Classifications**

The new Base Automation Project will be on going throughout the calendar year 2012. All personnel classifications at North Base / NRV will be testing automation in the workplace. This will include access to desktop/laptop computers; the Internet/Intranet; email; diagnostic tools/programs; M5 applications; new innovative software programs such as “Dragon” (speech recognition); user training; participation in user groups; new methods to process work; and the opportunity to develop solutions to automate Vehicle Maintenance in all personnel classifications. If you are interested in testing automation in all facets of the VM workplace, come join the Base Automation Team at North Base or NRV!