



Description of the trade

- Maintains and repairs cranes, shovels, levellers, spreaders, rollers, tractors, off-road trucks, and all motorized construction equipment and machinery, fixed or mobile, used for grading, handling, or excavation

Heavy equipment mechanic

ACCESS TO CONSTRUCTION SITES

- Present to the CCQ proof of completion of DEP - Mécanique d'engins de chantier and of a job guarantee from an employer registered with the CCQ, for at least 150 hours spread over three consecutive months. This leads to an apprentice competency certificate in the trade.

APPRENTICESHIP SYSTEM

- Have completed the three apprenticeship periods of 2,000 hours each (6,000 hours total) in order to be eligible for the provincial qualification examination that leads to obtaining the journeyman competency certificate for the trade.

SKILLS AND INTERESTS

- Acquire knowledge related to mechanics for diesel and four-stroke engines, hydraulics, pneumatics, electricity, and electronics
- Be careful and resourceful
- Have a sense of initiative
- Have a good visual memory
- Be in good physical condition
- Be capable of moving heavy objects

Average annual salary

Apprentice*	\$32,616
Journeyman**	\$40,313
Journeyman working at least 500 hours	\$74,386
Proportion***	50%

* Average salary of graduates admitted in 2014, for the 12 months following their admission.

** Average salary in 2015 of those having reported at least one hour of work.

*** Proportion of journeymen in this trade having accumulated at least 500 hours in 2015.

Does not include income that may have been made for work not falling under the construction collective agreements.

Integration into the labour market

	Annual average 2011-2014	2015
New admissions to the CCQ	26	8
Placement rate of graduates*	94.2%	n/a

* Source: *La Relance au secondaire en formation professionnelle*, survey by the Ministère de l'Éducation et de l'Enseignement supérieur du Québec. New graduates are asked about their employment situation on June 1, after they have obtained their diploma.

Hourly wage* according to the collective agreements

	Industrial, institutional and commercial	Civil engineering and roadwork	Light residential
Apprentice			
1 st period	\$22.01	\$22.36	\$20.71
2 nd period	\$25.68	\$26.08	\$24.16
3 rd period	\$31.18	\$31.67	\$29.33
Journeyman	\$36.68	\$37.26	\$34.51

*Wage in May 2016.

Volume of work per sector

Civil
engineering 86%

Industrial 9%

Institutional and
commercial 5%



Job prospects



- In 2015, the number of heavy equipment mechanics dropped for the fourth consecutive year, to reach 364. Many heavy equipment mechanics work in workshops and therefore are not covered by the industry's collective agreements. This is why there are more journeymen than apprentices working on construction sites (48 apprentices compared to 316 journeymen in 2015).
- Heavy equipment mechanics are hired by 159 employers. The civil engineering and roadwork sector generates most of the work in this trade. Civil engineering projects should increase in coming years, thanks to major roadwork and infrastructure projects such as those for the Turcot interchange and the Champlain Bridge. A large proportion of heavy equipment mechanics are called upon to travel outside their region of residence for their job. In 2015, 44% were in this situation.
- In 2015, 8 new apprentices joined the industry, which is far below the annual average from 2011 to 2014 (26). The average annual salary of a journeyman who works more than 500 hours may reach \$74,400, one of the best salaries in the construction trades.
- Although activity in the industry will remain steady for this trade in coming years, the need for new workers will be fairly limited. Indeed, a large number of currently available workers will fill much of the demand.

Training

Study program:

Diploma of vocational studies (DEP) -
Mécanique d'engins de chantier (5331)

Duration of training: 1,800 hours

Academic prerequisite: Category 1*

* The academic prerequisites for all trades and occupations in this brochure are described on page 74.

Training generally offered in the following regions:

- Abitibi-Témiscamingue
- Bas-Saint-Laurent
- Capitale-Nationale
- Chaudière-Appalaches
- Côte-Nord
- Estrie
- Gaspésie-Îles-de-la-Madeleine
- Laurentides
- Mauricie
- Montérégie
- Montréal
- Nord-du-Québec
- Saguenay-Lac-Saint-Jean



To find out which public facilities are authorized to offer this study program, consult the website www.inforoutefpt.org

Employed workers in 2015

Abitibi-Témiscamingue	8
Bas-Saint-Laurent-Gaspésie	53
Côte-Nord	42
Estrie	19
Island of Montréal	12
Laval-Laurentides-Lanaudière	26
Mauricie-Bois-Francs	31
Montérégie	31
Outaouais	5
Québec	83
Saguenay-Lac-Saint-Jean	54
Outside of Québec and Baie-James	0
Total	364

Number of employed women 0

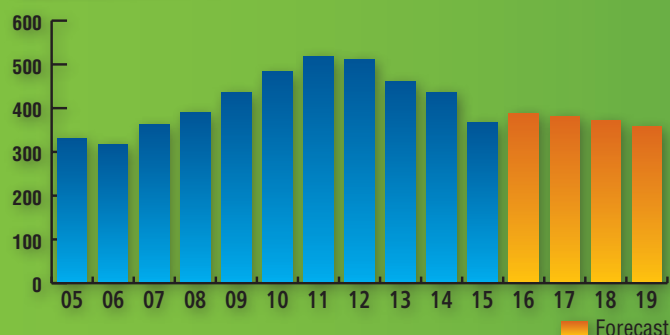
Worker mobility

Proportion of workers who travel from one region to another:*

Heavy equipment mechanic	44%
All trades and occupations	16%

* Excluding travel between the Montérégie, Island of Montréal, and Laval-Laurentides-Lanaudière regions.

Number of employed workers 2005-2019



Age of the workforce in 2015

	Average age	Under 30 years	30-54 years	55 years and over	Total number of workers
Apprentice	30	58%	40%	2%	48
Journeyman	45	16%	55%	29%	316
Total, heavy equipment mechanics	43	22%	53%	25%	364
All trades and occupations	39	27%	58%	15%	153,040