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Certified Reliability Leader™ (CRL) Review Course

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South San Francisco Conference Center

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AMP CRL Exam Syllabus Topics:

Section	Objectives
Topic 1: Reliability Leadership Concepts	- Operational excellence and continuous improvement mindset - Reliability culture and leadership behaviors - Cross-functional reliability communication
Topic 2: Uptime® Elements Framework Domains	- Leadership for Reliability (LER) - Work Execution Management (WEM) - Asset Condition Management (ACM) - Reliability Engineering for Maintenance (REM) - Asset Management (AM)
Topic 3: Asset Performance and Maintenance Strategy	- Work execution optimization - Condition-based maintenance principles - Failure modes and reliability improvement

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AMP Certified Reliability LeaderExam Sample Questions (Q42-Q47):

NEW QUESTION # 42
Which of the following may lead to a failed planning program?

- A. The ratio of apprentices to journeymen
- B. The ratio of reactive vs. non reactive work

- C. The ratio of technicians to planners

Answer: C

Explanation:
The correct answer is B. The ratio of technicians to planners . A maintenance planning program fails when planner capacity is structurally wrong. If one planner supports too many technicians, job packages become incomplete, field walkdowns are skipped, parts are not identified, estimates become weak, and technicians lose time searching for tools, permits, materials, drawings, or instructions. Option A may affect workforce development, but apprentice-to-journeyman ratio is not the direct planning-program failure point. Option C is important because high reactive work damages planned maintenance discipline, but the video asks what may lead to a failed planning program, and the planner-to-technician ratio is the direct structural factor. In CRL Work Execution Management, planning exists to prepare future work so execution is safe, efficient, and predictable. Reliabilityweb states that a normal ratio is around 15-20 craftspeople for each planner, confirming that planner-to-technician ratio is a recognized planning-system control point.

NEW QUESTION # 43
Which of the following does reliability centered maintenance ensure?

- A. Maintenance cost lowered
- B. Physical assets deliver intended function
- C. Warranty compliance

Answer: B

Explanation:
The correct answer is Physical assets deliver intended function . Reliability Centered Maintenance is not primarily a cost-cutting method, even though cost improvement may result when the strategy is properly designed. RCM begins with the asset's required functions in its operating context, then identifies functional failures, failure modes, failure effects, and consequences. Maintenance tasks are selected only when they are technically applicable and worth doing to preserve function or manage failure consequences.
Option A is incomplete because lowering maintenance cost without protecting function can increase risk and downtime.
Option C is also incorrect because warranty compliance is a commercial or contractual concern; it is not the purpose of RCM. The purpose of RCM is to determine the most effective maintenance strategy so assets continue to perform what the organization requires from them. This places the question squarely in Reliability Engineering for Maintenance, where failure modes and maintenance strategies are engineered rather than guessed. RCM is described as selecting maintenance strategies based on asset function, failure modes, and consequences to preserve system function at the lowest lifecycle cost.

NEW QUESTION # 44
Which of the following is a typical example of a corporate level, financial, key performance indicator?

- A. Overall equipment effectiveness
- B. Mean Time Between Failures
- C. Return on net assets

Answer: C

Explanation:
The correct answer is Return on net assets . RONA is a corporate-level financial performance indicator because it evaluates how effectively the organization uses fixed assets and net working capital to generate profit. It connects asset performance to business value, which is why it is more appropriate at the corporate or executive level. Overall Equipment Effectiveness is important, but it is an operational performance metric focused on availability, performance, and quality at the equipment or production-line level. Mean Time Between Failures is a reliability metric that measures average operating time between failures, but it is not a financial KPI. The question specifically says "corporate level" and "financial," so the answer must be the metric that communicates financial return from asset utilization. In CRL Leadership for Reliability, KPIs must connect reliability behavior to business outcomes so executives can govern the reliability journey properly.
Investopedia defines Return on Net Assets as a financial metric used to evaluate how efficiently a company uses fixed assets and net working capital to generate profits, which confirms option A.

NEW QUESTION # 45

Which of the following phases of an asset's lifecycle would typically be designated a design defect?

- A. Operational
- B. Installation
- C. Maintenance

Answer: B

Explanation:
The best answer is Installation because, from the listed choices, it is the lifecycle phase closest to creation, acquisition, construction, and commissioning, where design-related defects are normally embedded into the asset before it enters full operation. A design defect is not created by maintenance execution; maintenance may reveal it, compensate for it, or suffer because of it, but maintenance is not the origin of a design defect.
Operational is also not the best answer because operations may expose the defect through poor reliability, unsafe performance, low output, or recurring failure, but the defect itself was introduced earlier in the asset lifecycle. Installation is therefore the strongest available option because it represents the pre-operational stage where design decisions, construction quality, installation practices, and commissioning controls determine whether defects are built into the asset. In CRL Asset Management, this is why lifecycle thinking matters:
defects introduced early can create years of maintenance cost and reliability loss. Asset lifecycle reliability guidance emphasizes applying reliability methods at every lifecycle stage to improve value and prevent defects from becoming operational burden.

NEW QUESTION # 46
How is root cause analysis defined?

- A. Determines the prime causes of a failure
- B. Identifies cause of low reliability
- C. Determines who is at fault

Answer: A

Explanation:
Root Cause Analysis is defined as determining the prime or underlying causes of a failure, so B is correct.
RCA is not a blame-finding exercise. A poor reliability culture asks "who caused this?"; a mature reliability culture asks "what conditions, decisions, mechanisms, or system weaknesses allowed this failure to occur?" Option A is therefore wrong because assigning fault usually prevents learning and drives defensive behavior.
Option C is too broad. RCA may support reliability improvement, and repeated RCA results may reveal causes of low reliability, but the specific definition is the investigation of the fundamental causes behind a particular failure or problem. In CRL terms, RCA connects strongly with Reliability Engineering for Maintenance because it supports defect elimination, recurrence prevention, and corrective action based on evidence. A properly executed RCA separates symptoms from causes, validates evidence, and produces actions that remove or control the causes. ASQ defines RCA as approaches, tools, and techniques used to uncover causes of problems, which matches option B most directly.

NEW QUESTION # 47
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