

## Demonstrate knowledge of legal requirements for loading and towing a simple light trailer

**Level** 3

**Credits** 3

**Purpose** People credited with this unit standard are able to describe:

- legal requirements for towing a simple light trailer;
- manoeuvring implications of towing a simple light trailer;
- loading, weight transfer, and traction in relation to towing a simple light trailer.

**Subfield** Driving

**Domain** Driver Educator

**Status** Registered

**Status date** 16 April 2010

**Date version published** 16 April 2010

**Planned review date** 31 December 2015

**Entry information** Open.

**Accreditation** Evaluation of documentation and visit by NZQA and industry.

**Standard setting body (SSB)** NZ Motor Industry Training Organisation (Incorporated)

**Accreditation and Moderation Action Plan (AMAP) reference** 0092

This AMAP can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

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### Special notes

- 1 References are available from the Accident Compensation Corporation, the Ministry of Transport, the NZ Transport Agency (NZTA), and other transport agencies.
- 2 The legal requirements relevant to this unit standard include:  
Land Transport Act 1998;  
Transport (Vehicle and Driver Registration and Licensing) Act 1986;  
Land Transport (Road User) Rule 2004;  
Land Transport Rule: Light-vehicle Brakes 2002;  
Land Transport Rule: Tyres and Wheels 2001;  
Land Transport Rule: Vehicle Lighting 2004;  
Land Transport Rule: Vehicle Equipment 2004.

- 3 Any new, amended, or replacement Acts, Regulations, Rules, Standards, Codes of Practice, or NZTA requirements or conditions affecting the outcome of this unit standard will take precedence for assessment purposes, pending review of this unit standard.
- 4 Definitions  
*A simple light trailer* is a trailer that has a gross vehicle mass not exceeding 3.5 tonnes (class TB) and does not have a draw bar steered axle.  
*Low speed* for the purposes of this unit standard is under 10 km/h.  
*At speed* for the purposes of this unit standard is between 60 and 90 km/h.

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## Elements and performance criteria

### Element 1

Describe legal requirements for towing a simple light trailer.

#### Performance criteria

- 1.1 The legal requirements for towing a simple light trailer are described.
- Range tow bar, coupling, electrical connection, trailer warrant of fitness, trailer registration, dimensions (including rear and front overhangs), lighting, tyres, inter-vehicle spacing, outside turning circle, speed, projecting loads.

### Element 2

Describe manoeuvring implications of towing a simple light trailer.

#### Performance criteria

- 2.1 The relationship between wheel-base of a towing vehicle and drawbar length is described in terms of the effect on the manoeuvring characteristics of both vehicles when reversing with a simple light trailer.
- 2.2 Manoeuvring capability of a single axle simple light trailer being reversed is contrasted with a tandem axle light trailer being reversed in terms of turning moment and sideways traction.
- 2.3 Description includes the effects of speed on the tracking behaviour of a simple light trailer at speed and at low speed.
- 2.4 Description includes visibility restrictions when towing and reversing a simple light trailer and strategies for overcoming these restrictions.
- Range trailer and load dimensions, road contours.

### Element 3

Describe loading, weight transfer, and traction in relation to towing a simple light trailer.

#### Performance criteria

- 3.1 Description includes the effects of load distribution on the dynamics of the towing vehicle.
- Range traction, steering.
- 3.2 Description includes the implications for loss of control and load shift.
- Range braking, decelerating, accelerating, cornering whilst towing a simple light trailer at speed, trailer swing, trailer instability.
- 3.3 Description includes the effects on braking and decelerating of towing a simple light trailer using a trailer brake.
- Range over-run brake, service brake.
- 3.4 Description explains the importance of load security as it relates to simple light trailers in terms of trailer and load behaviour.

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#### Please note

Providers must be accredited by NZQA, or an inter-institutional body with delegated authority for quality assurance, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by NZQA before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

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#### Comments on this unit standard

Please contact NZ Motor Industry Training Organisation (Incorporated) [info@mito.org.nz](mailto:info@mito.org.nz) if you wish to suggest changes to the content of this unit standard.