

Carry out motor vehicle control loss prevention training

Level 5

Credits 10

Purpose People credited with this unit standard are able to:

- prepare for a motor vehicle control loss prevention training session;
- conduct a motor vehicle control loss prevention training session;
- conclude a motor vehicle control loss prevention training session.

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, industry and NZ Transport Agency.

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>.

Special notes

1 References

The *Learning System for Driving Instructors* (LSFDI) (1992) published by and available from the NZ Transport Agency (NZTA), Private Bag 6995, Wellington 6141, or telephone 0800 822 422.

The *Learning System for Heavy Motor Vehicle Driving Instructors* (1992) published by and available from the NZTA, as above.

The *Learning System for Motorcycle Riding Instructors* (1992) published by and available from the NZTA, as above.

Safer Young Drivers: a guide to best practice education (2008) published by the National Road Safety Committee and available at <http://www.ltsa.govt.nz/education/young-driver-education/docs/safer-young-drivers.pdf>.

Other references are available from the Accident Compensation Corporation, the Ministry of Transport, the NZTA, and other transport agencies.

- 2 Legislation relevant to this unit standard includes:
Health and Safety in Employment Act 1992;
Land Transport Act 1998.
- 3 This unit standard applies to any type of control loss prevention practical training on a training range involving any motor vehicle. This may include motorcycles.
- 4 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.
- 5 It is strongly recommended that trainers and assessors of this unit standard achieve whichever of the following unit standards is appropriate to the type of vehicle being used: Unit 14514, *Describe road motorcycle components, systems, dynamics, and handling characteristics*; Unit 14515, *Demonstrate knowledge of off-road motorcycle performance, design, and handling characteristics*; Unit 14520, *Describe light four wheel drive (4WD) vehicle design features that affect performance and handling*; Unit 17972, *Demonstrate knowledge of heavy rigid vehicle dynamics and handling for safe driving*; Unit 18079, *Demonstrate knowledge of heavy combination vehicle dynamics and handling for safe driving*; Unit 20179, *Describe light motor vehicle components, systems, dynamics, and handling characteristics*; or demonstrate equivalent knowledge and skills.
- 6 **Assessment**
Assessment against this unit standard requires the candidate to successfully plan, conduct, and administer a practical driver training session using a lesson plan or plans with clearly defined performance standards. The number of lesson plans required is dependent on the training needs of the driver as assessed by the candidate.
Any training or assessment against this unit standard must be conducted in a safe environment to which public access is controlled.
During assessment, only the assessor, the candidate, and the driver will be in the vehicle.
Evidence relating to performance criterion 2.4 may be from a real or simulated risk/emergency situation.
- 7 **Definitions**
Control loss means the loss of control over traction and/or stability of the vehicle that is influenced by vehicle dynamics.
A *lesson plan* addresses a specific instructional period and provides the driving instructor with trainee details and progressive teaching points for a lesson. It includes a performance statement and/or guideline for assessment of the lesson objective.
Performance discrepancies are the differences between actual driving and the required standard of driving.

Sponsor is defined as a third party who provides support for a trainee for training and/or assessment. A sponsor may include an employer, parent, guardian, sibling or friend; a person or organisation who promotes the trainee, or who contributes to meeting the cost of any training and/or assessment; or an organisation that requires a person to undergo training and/or assessment and requires a formal report that confirms the standard of knowledge and/or skill of the person.

Elements and performance criteria

Element 1

Prepare for a motor vehicle control loss prevention training session.

Performance criteria

- 1.1 Lesson plan prepared reflects the training needs of the trainee driver.
- 1.2 Pre-session liaison enables trainee to arrive prepared in terms of knowing overall session goals and timeframe.
- 1.3 A training range is selected that meets the requirements of the training session.
Range public access; safety; security; suitable size, surface, and gradient.
- 1.4 Where a certain entry level of skills is required, pre-session liaison ensures trainees are selected on this basis.
- 1.5 Vehicles and equipment selected meet the training session requirements and are in good working order.
- 1.6 Contingency planning identifies strategy for responding to, and dealing with, issues that may arise.
Range issues include but are not limited to - vehicle immobilisation, trainee does not have the required entry level skills, trainee mental state, trainee physical state.
- 1.7 Final inspection ensures that the learning environment and vehicles are ready for the training session.

Element 2

Conduct a motor vehicle control loss prevention training session.

Performance criteria

- 2.1 Briefing confirms trainee's awareness of session format and performance expectations, driving range layout, driving range safety rules and operational procedures, and standardised signalling system.

- 2.2 Provision of motor vehicle control loss correction and prevention theory complements, and is consistent with, the practical training components of the session.
- 2.3 Practical training is applied in a logical sequence, attends to progressively identified learning needs, extends the trainee's control loss detection and response skills, relates skills being developed to theoretical knowledge, and promotes trainee's driving safety awareness.
- 2.4 Exposure of the trainee driver to risk in order to meet their learning needs is managed with the employment of risk reduction techniques and strategies and consistently results in optimal safety.
- 2.5 Individual coaching is provided on a needs-arise basis to cater for special needs in a manner that allows the general pattern of training and development to continue safely and undisturbed.
- 2.6 Contingencies are responded to on a needs-arise basis to allow the general pattern of training and development to continue safely and with a minimum of disruption.

Element 3

Conclude a motor vehicle control loss prevention training session.

Performance criteria

- 3.1 Trainee's performance is assessed in terms of the defined expectations for the training.
- 3.2 Where performance discrepancies are noted, a possible solution is communicated to the trainee and/or sponsor and this is noted on the lesson and training plans.
- 3.3 Debrief is conducted in terms of evaluating the training session and the performance of trainee and trainer.

Range debriefing includes but is not limited to - session experiences, feedback on improving the training, dangers of increased risk-taking as a direct result of increased trainee confidence.

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.

Comments on this unit standard

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