

<b>Title</b>	<b>Operate a rigid vehicle to meet the requirements for a full Class 2 driver licence</b>		
<b>Level</b>	<b>3</b>	<b>Credits</b>	<b>7</b>

<b>Purpose</b>	<p>This unit standard is for drivers of rigid vehicles who hold a New Zealand Class 2 Learner (Class 2L) driver licence and who seek to obtain a full Class 2 driver licence, and for people who already hold the full Class 2 licence and wish to confirm their existing knowledge and skills.</p> <p>People credited with this unit standard are able to: identify driving hazards associated with a rigid vehicle and describe measures to reduce the risks associated with the identified hazards; describe requirements relating to safe loading of a rigid vehicle and driving techniques that minimise the adverse effects of a high centre of gravity; carry out a pre-use walk-around inspection of a rigid vehicle; drive a rigid vehicle efficiently in different traffic and road conditions; manoeuvre a rigid vehicle in reverse; park, shut down, and secure a rigid vehicle; and complete driver logbook entries.</p>
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<b>Classification</b>	Driving > Driver Licence Classes
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<b>Available grade</b>	Achieved
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<b>Entry information</b>	
<b>Critical health and safety prerequisites</b>	Candidates must hold a minimum of a New Zealand Class 2L driver licence and comply with legislative and NZ Transport Agency (NZTA) approved driver licensing course requirements.

**Explanatory notes**

- Legislative and formal requirements relevant to this unit standard include:
  - Land Transport Act 1998;
  - Transit New Zealand Act 1989;
  - Heavy Motor Vehicle Regulations 1974;
  - Land Transport (Offences and Penalties) Regulations 1999;
  - Land Transport (Driver Licensing) Rule 1999;
  - Land Transport (Road User) Rule 2004;
  - Land Transport Rule: Vehicle Dimensions and Mass 2002;
  - Land Transport Rule: Heavy Vehicles 2004;
  - Land Transport Rule: Operator Licensing 2007;

Land Transport Rule: Work Time and Logbooks 2007 (the Rule);  
*The official New Zealand road code for heavy vehicle drivers* (the road code for heavy vehicle drivers) (current edition), Wellington, NZTA, available from NZTA agents, booksellers, or online at <http://www.nzta.govt.nz/resources/roadcode/heavy-vehicle-road-code/index.html>.

*Roadside inspection guidelines for heavy vehicles* (the roadside inspection guidelines), Wellington, NZTA, available at:  
<http://www.nzta.govt.nz/resources/roadside-inspection-guide-heavy-vehicles/>.

- 2 Any existing, new, amended, or replacement legislation, standards, codes of practice, or NZTA requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.
- 3 When a heavy passenger service vehicle is being used for training and assessment purposes it is not necessary for the candidate to complete the load security check as required by evidence requirement 3.3.
- 4 For assessment of outcomes 4, 5 and 6:
  - Outcomes should be assessed against concurrently.
  - A minimum duration of 40 minutes and a minimum distance of 20 kilometres are required.
- 5 Where assessment against this unit standard is conducted for the purpose of meeting the requirements for a driver licence:
  - Vehicles used must meet NZTA requirements.
  - Candidates acknowledge that competency in this unit standard will not, on its own, enable them to obtain a driver licence. They will also need to meet the relevant driver licence legislative requirements.
  - Candidates must have completed the minimum training course requirements as determined by NZTA prior to commencing assessment.
  - Recognition of current competence does not apply.
- 6 Where assessment against this unit standard is conducted for non-driver licensing purposes, vehicles must carry a minimum of 50% payload in terms of gross vehicle mass.
- 7 Definitions

*Approved driver licensing course* means any course approved by NZTA.

*Highway* means a road with the open speed limit.

*Industry best practice* means an industry accepted method of achieving a high standard outcome that meets industry needs and represents value for money.

*Legislation* and *legislative requirements* refer to requirements contained in applicable legislation and/or Land Transport Rules.

*Motorway* is as defined in the Transit New Zealand Act 1989.

*Rigid vehicle*, for the purposes of this unit standard, means a rigid vehicle for which a Class 2 driver licence is required, as determined by legislative and NZTA requirements.

A *rural road* means a road not in a built up or town area. It may be dual carriageway or unlaned, has a speed limit of 70–100 km/h and includes bends, but is not necessarily unsealed.

*Safe driving practices* are as defined in the road code for heavy vehicle drivers.

An *urban road* means a road in a built up area.

The *truck loading code* means the truck loading code within the road code for heavy vehicle drivers.

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## Outcomes and evidence requirements

### Outcome 1

Identify driving hazards associated with a rigid vehicle and describe measures to reduce the risks associated with the identified hazards.

#### Evidence requirements

- 1.1 Three hazards specific to driving a rigid vehicle are identified, and driver actions to minimise risk associated with these are described.

### Outcome 2

Describe requirements relating to safe loading of a rigid vehicle and driving techniques that minimise the adverse effects of a high centre of gravity.

#### Evidence requirements

- 2.1 The description includes requirements for load positioning, weight distribution, and load restraints, consistent with the truck loading code.
- 2.2 The description identifies truck loading situations for which penalties may be imposed.
- 2.3 The description includes driving techniques that minimise the adverse effects of a high centre of gravity on vehicle stability in terms of safe driving practices.

### Outcome 3

Carry out a pre-use walk-around inspection of a rigid vehicle.

#### Evidence requirements

- 3.1 The walk-around inspection of the vehicle ensures the vehicle complies with the requirements of the roadside inspection guidelines.
- 3.2 The inspection of the vehicle systems and equipment confirms that they are in good working order and are safe to operate.
- 3.3 The inspection of the vehicle and load (if any) ensures that they are within the legal weights and dimensions, and that the load is secure in terms of the truck loading code.

**Outcome 4**

Drive a rigid vehicle efficiently in different traffic and road conditions.

Range urban road, rural road, motorway or highway.

**Evidence requirements**

- 4.1 Driving complies with legislation, and driving manoeuvres and techniques allow safe and courteous interaction with other road users.
- 4.2 Driving includes vehicle serviceability and load checking during the drive to ensure the vehicle is serviceable and the load is secure.
- 4.3 Engine power is coordinated with gear selection to maintain efficient torque range and ensure smooth control over vehicle movement.

**Outcome 5**

Manoeuvre a rigid vehicle in reverse.

Range straight line, 90 degree turn.

**Evidence requirements**

- 5.1 Appropriate gear is selected and drive is taken up smoothly.
- 5.2 The vehicle is manoeuvred safely in reverse using available aids within a pre-defined boundary.

**Outcome 6**

Park, shut down, and secure a rigid vehicle.

**Evidence requirements**

- 6.1 The vehicle is parked legally.
- 6.2 The vehicle is shut down and secured in accordance with industry best practice.

**Outcome 7**

Complete driver logbook entries.

Range relates to activities covered by outcomes 3, 4, 5 and 6.

**Evidence requirements**

- 7.1 Completion of driver logbook entries includes all mandatory information, consistent with legislation.

- 7.2 Presentation of driver logbook entries accurately reflects the activities undertaken, consistent with legislation.

<b>Planned review date</b>	31 December 2017
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#### Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	25 August 2000	31 December 2013
Review	2	26 July 2004	31 December 2013
Revision	3	9 March 2005	31 December 2013
Review	4	21 September 2007	31 December 2013
Review	5	17 May 2012	NA

<b>Consent and Moderation Requirements (CMR) reference</b>	0092
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

#### Please note

Providers must be granted consent to assess against standards (accredited) by NZQA, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be granted consent to assess against standards by NZQA before they can register credits from assessment against unit standards.

Providers and Industry Training Organisations, which have been granted consent and which are assessing against unit standards must engage with the moderation system that applies to those standards.

Requirements for consent to assess and an outline of the moderation system that applies to this standard are outlined in the Consent and Moderation Requirements (CMR). The CMR 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 NZ Motor Industry Training Organisation (Incorporated) at [info@mito.org.nz](mailto:info@mito.org.nz) if you wish to suggest changes to the content of this unit standard.