

Title	Operate a combination vehicle to meet the requirements for a full Class 3 driver licence		
Level	3	Credits	7

Purpose	People credited with this unit standard are able to: identify and explain driving hazards associated with a combination vehicle and describe measures to reduce the risks associated with the identified hazards; describe requirements relating to safe loading of a combination vehicle and driving techniques that minimise the adverse effects of a high centre of gravity; connect a trailer to the prime mover securely; carry out a pre-use walk-around inspection of a combination vehicle; drive a combination vehicle efficiently in different traffic and road conditions; manoeuvre a combination vehicle in reverse; park, shut down, and secure separately the trailer and prime mover of a combination vehicle; and complete driver logbook entries.
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Classification	Driving > Driver Licence Classes
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Available grade	Achieved
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Prerequisites	Candidates must hold a minimum of a New Zealand Class 3L driver licence and comply with legislative and Waka Kotahi NZ Transport Agency (NZTA) approved driver licensing course requirements.
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Guidance Information

- 1 Legislation, regulations and/or industry standards relevant to this unit standard include but are not limited to the:
 - Land Transport Act 1998;
 - Land Transport (Offences and Penalties) Regulations 1999;
 - Government Roading Powers Act 1989; Land Transport (Driver Licensing) Rule 1999;
 - Land Transport (Road User) Rule 2004;
 - Land Transport Rule: Vehicle Dimensions and Mass 2019;
 - Land Transport Rule: Heavy Vehicles 2004;
 - Land Transport Rule: Operator Licensing 2007;
 - Land Transport Rule: Work Time and Logbooks 2007 (the Rule);
 - The *Learning System for Driving Instructors* (LSFDI) (2015) available from Waka Kotahi NZ Transport Agency at <https://www.nzta.govt.nz/assets/resources/learning-systems-driving-instructors/docs/learning-systems-for-driving-instructors.pdf>;

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/>.

Any existing, new, amended, or replacement legislation, standards, codes of practice, or Waka Kotahi NZ Transport Agency requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.

2 Definitions

Combination vehicle means a vehicle for which a Class 3 driver licence is required, as determined by legislative and Waka Kotahi requirements.

Driving best practice refers to an accepted method of achieving a high standard outcome that meets industry needs and represents value for money.

Hazard refers to any situation that creates a potential or actual danger for a driver.

Highway means a road with the open speed limit.

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.

A *rural road* refers to a road not in a built up or town area. It may be dual carriageway or unlaned, has a speed limit of 70–110 km/h and includes bends, but is not necessarily unsealed.

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

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

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

3 Assessment information

For assessment of outcomes 5, 6 and 7:

- all three outcomes should be assessed concurrently.
- a minimum duration of 40 minutes and a minimum distance of 20 kilometres are required.

4 Where assessment against this unit standard is conducted for the purpose of meeting the requirements for a driver licence:

- vehicles used must meet Waka Kotahi requirements.
- a candidate is not permitted to use any feature of a vehicle that may be used to perform a task normally carried out by the driver, i.e parking assist or cruise control. Many vehicles are fitted with warning devices that provide information to the driver. The use of these devices, which usually cannot be turned off, should not affect the outcome of the assessment and may be used during the assessment, i.e reversing cameras or audible proximity alarms.
- 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 Waka Kotahi prior to commencing assessment.

- recognition of current competence does not apply.

5 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.
- a candidate is not permitted to use any feature of a vehicle that may be used to perform a task normally carried out by the driver, i.e parking assist or cruise control. Many vehicles are fitted with warning devices that provide information to the driver. The use of these devices, which usually cannot be turned off, should not affect the outcome of the assessment and may be used during the assessment, i.e reversing cameras or audible proximity alarms.

Outcomes and performance criteria

Outcome 1

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

Range three driving hazards.

Performance criteria

- 1.1 Hazards associated with driving a combination vehicle are identified and explained.
- 1.2 Driver actions to minimise associated risks with the identified hazards are described.

Outcome 2

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

Performance criteria

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

Range may include but not limited to load height.

Outcome 3

Connect a trailer to the prime mover securely.

Performance criteria

- 3.1 The trailer is coupled to the prime mover ensuring that the coupling is safe and secure.
- 3.2 The connections between the prime mover and trailer are connected ensuring that the connections are safe and secure and that associated equipment will operate.

Outcome 4

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

Performance criteria

- 4.1 The walk-around inspection of the vehicle is carried out to ensure the vehicle and trailer is road worthy and legal.
- 4.2 The inspection of the vehicle systems and equipment is carried out to confirm that they are in good working order and are safe to operate.
- 4.3 The inspection of the vehicle and load (if any) is carried out to ensure that they are within the legal weights and dimensions, and that the load is secure in terms of the truck loading code.

Outcome 5

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

Range urban road, rural road, motorway or highway.

Performance criteria

- 5.1 Driving is carried out to comply with legislation, and driving manoeuvres and techniques are demonstrated to allow safe and courteous interaction with other road users.
- 5.2 Vehicle serviceability and load checking during the drive is conducted to ensure the vehicle is serviceable and the load is secure.
- 5.3 Engine power is coordinated with gear selection to maintain efficient torque range and ensure smooth control over vehicle movement.

Outcome 6

Manoeuvre a combination vehicle in reverse.

Range straight line, 90 degree turn.

Performance criteria

- 6.1 Appropriate gear is selected, and drive is taken up smoothly where appropriate.
- 6.2 The vehicle is manoeuvred safely in reverse using available aids within a pre-defined boundary.

Outcome 7

Park, shut down, and secure separately the trailer and prime mover of a combination vehicle.

Performance criteria

- 7.1 The trailer is parked and uncoupled ensuring it is safe and secure, with the brakes applied.
- 7.2 The connections between the prime mover and the trailer are disconnected and stored in a manner that ensures the connections are not damaged.
- 7.3 The prime mover is parked ensuring it is safe and secure, with the brakes applied, and is shut down in accordance with driving best practice.

Outcome 8

Complete driver logbook entries.

Performance criteria

- 8.1 Driver logbook entries are completed to include all mandatory information, consistent with legislation.
- 8.2 Driver logbook entries are checked to ensure it accurately reflects the activities undertaken, consistent with legislation.

Planned review date	31 December 2027
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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	31 December 2024
Review	6	30 June 2022	N/A

Consent and Moderation Requirements (CMR) reference

0014

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

Comments on this unit standard

Please contact Hanga-Aro-Rau Manufacturing, Engineering and Logistics Workforce Development Council qualifications@hangaarorau.nz if you wish to suggest changes to the content of this unit standard.