

New Authorised Examiner Regulator Assessment (Heavy Vehicles)



The Regulator Assessment is a progressive assessment, commencing with the first component and only moving onto the next stage if the one prior was completed successfully. The DPTI Assessment Officer will automatically be booked to assess all components, so assessment can be continuous if you have passed each consecutive stage.

If you do not successfully complete all of the components of the assessment on the first or subsequent attempts, only those components that have **not** been successfully completed need to be reassessed. Costs apply for each assessment.

The heavy vehicle used for a Regulator Assessment, regardless of class, must have seating for at least three (3) adults. It must be roadworthy and registered for the assessment to continue. The vehicle must be a non-synchromesh manual transmission that is 75 percent laden. Assessments must be conducted in the highest class the applicant is applying for.

The Regulator Assessment is a test developed to assess a persons' competency as a Motor Driving Instructor. The Regulator Assessment includes:

Component 1 – Provide Quality Training

Prior to the drive assessment, competent demonstration in the relevant class of vehicle, of

- Introduction to the vehicle (Tasks 1.01, 1.02 & 1.03). This is not a full training session, just showing your skills and knowledge and correctly running through each of the steps outlined in the relevant manual for these Tasks.
- The Pre-departure check (Task 4.01) must be delivered as a full and detailed training session, in accordance with the relevant Competency Based Training and Assessment (CBT&A) Trainee/Learner Guide. The expectation is that steps/requirements and reasons for checking each component in the vehicle check are thoroughly explained. The Assessment Officer may ask questions or ask for another training technique to ensure you can tailor your training to different learning styles. The training session must include the following:
 - **Planning** the training session. e.g. appropriate training equipment and resources, suitable location and environment for training etc.
 - **Introduction** to the training session. e.g. clear communication outlining learning outcomes, explanation of the reasons for learning the skill etc.
 - **Demonstration** of the requirements as specified in the relevant guide. Providing a thorough explanation of the steps/requirements and reasons for checking each component of the pre-departure check. Ability to tailor training to suit different learning styles and a thorough understanding of skills and knowledge required to perform the requested Task.
 - **Feedback**. e.g. recap key points and overview practice required etc.

If the required training standard has not been achieved the Pre-departure Check (Task 4.01) cannot be reassessed, instead the Assessment Officer may request additional Tasks be delivered as a detailed training session. Up to three (3) extra Tasks may be selected from the Manoeuvres Table below (relevant to the class of vehicle) to ensure applicants have the required skills and knowledge to deliver quality training.

<p><u>For LR/MR class:</u></p> <ol style="list-style-type: none"> 1. Reverse in a Straight line (3.04) 2. Reversing to the Left (3.03A) 3. Parallel Park (LR/MR only, not HR – 3.05) 4. Kerb Stop Procedure – Uphill (2.06) 5. Moving Off Procedure – Uphill (2.07) 6. Kerb Stop Procedure – Downhill (2.08) 7. Moving Off Procedure – Downhill (2.09) 	<p><u>For HR class:</u></p> <ol style="list-style-type: none"> 1. Reverse in a Straight line (3.04) 2. Reversing to the Left (3.03A) 3. Kerb Stop Procedure – Uphill (2.06) 4. Moving Off Procedure – Uphill (2.07) 5. Kerb Stop Procedure – Downhill (2.08) 6. Moving Off Procedure – Downhill (2.09) 7. Simulated Vehicle Breakdown (verbal) (4.04) 8. Check Stop Inspection (4.03)
<p><u>For HC class:</u></p> <ol style="list-style-type: none"> 1. Reverse in a Straight line (3.04) 2. Reversing to the Left (3.03) 3. Kerb Stop Procedure – Uphill (2.06) 4. Moving Off Procedure – Uphill (2.07) 5. Kerb Stop Procedure – Downhill (2.08) 6. Moving Off Procedure – Downhill (2.09) 7. Simulated Vehicle Breakdown (verbal) (4.04) 8. Check Stop Inspection (4.03) 9. Couple Trailer to the Prime Mover (3.01) 10. Uncouple Trailer from the Prime Mover (3.02) 	<p><u>For MC class:</u></p> <ol style="list-style-type: none"> 1. Reverse in a Straight line (3.04) 2. Kerb Stop Procedure – Uphill (2.06) 3. Moving Off Procedure – Uphill (2.07) 4. Kerb Stop Procedure – Downhill (2.08) 5. Moving Off Procedure – Downhill (2.09) 6. Couple B Trailer to the Prime Mover and A Trailer (3.01B) 7. Uncouple the B Trailer from the Towing Unit (3.02B) 8. Couple Prime Mover & Trailer to Dolly (3.02C) 9. Uncouple Dolly from the Towing Trailer (3.02D)

Component 2 – Drive Assessment

There are two (2) separate drives being assessed, Task 2.17 final drive and Task 2.16 Hills and Open Road Drive. To be successful, both drives need to be confidently and competently demonstrated in a manual (a non-synchro for all classes above MR) in the relevant class of heavy vehicle to novice Competency Based Training and Assessment standard.

- Meeting the range statement for Task 2.17 final drive and Task 2.16 Hills and open road drive and utilising an ARR 108 descent without the re-assessment component for either Task.
- Task 2.17 and 2.16 drives must be a minimum of 30 minutes but don't need to exceed this if the range statements have been met.
- Hills drive component must incorporate an ARR 108 descent for all metro areas, regional areas will need to supply a suitable test route for approval showing a suitable gradient.
- The 2.17 and 2.16 drive may be conducted concurrently wherever appropriate. For example, conduct the 2.17 drive until arriving at the start of the South Eastern Freeway, covering off as much of the range statement and requirements as possible. Conduct 2.16 drive in its entirety, and then complete the 2.17 requirements on the return. It is essential that suitable areas to pull over for breaks are planned as part of this route.
- During the drive assessment you must demonstrate 100% compliance with Australian Road Rules and 80% minimum compliance with low risk driving behaviours.
- If any breach of the Australian Road Rules occurs the drive assessment will be terminated.

During the 2.16 drive, the applicant will be required to give commentary prior to and during the descent explaining hazards, gear changing and operational requirements to safely and legally negotiate the downhill gradient. This includes identification of signage and explanation of road law, gear changing techniques including recovery of misjudged gear selection in accordance with ARR 108.

Component 3 – Commentary

A commentary drive focuses on Task 2.15 (Safe Driving Strategies) in the relevant class of heavy vehicle CBT&A manual and includes delivery of a clearly communicated commentary for at least 10 minutes while driving.

A commentary drive is an advanced driving technique where you describe everything that you see which may affect how you drive, the actions you take to keep you safe and allow you to progress smoothly around hazards.

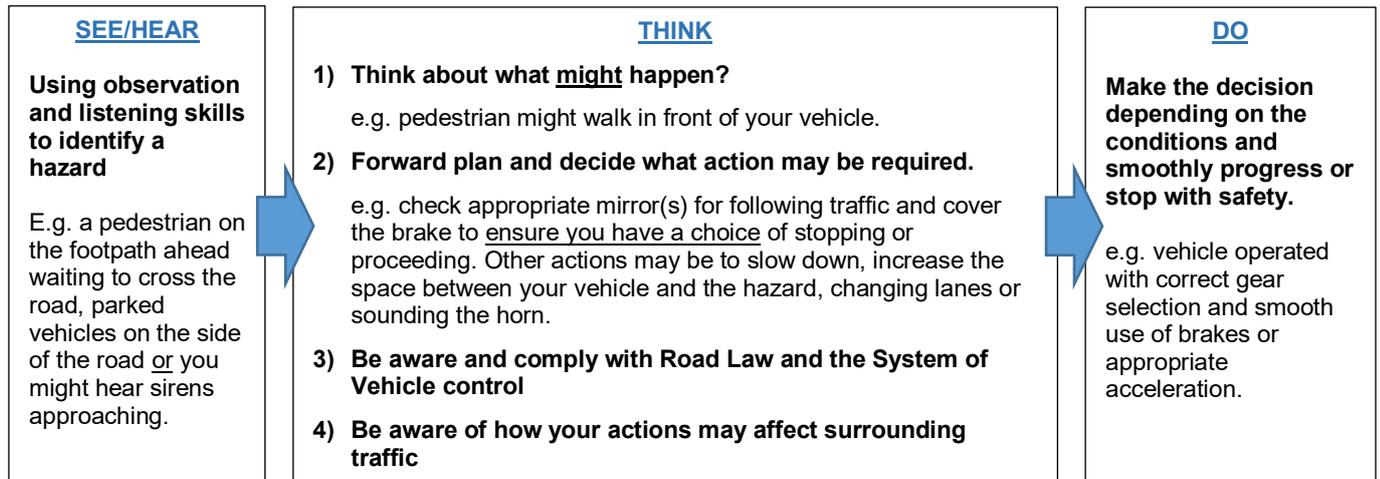
When delivering the commentary you are required to identify:

- Actual and potential hazards;
- Applicable road laws;
- Safe driving strategies;
- Consequences of making poor choices during the drive.

Things you need to demonstrate during the commentary drive includes, but is not limited to:

- Observation Skills: regular use of your mirrors and checking road signage or lane markings to anticipate road conditions ahead. Looking well ahead for other road users that could move into your lane or enter from a side road and may prevent you from maintaining your current speed. Watch out for bicycle riders or parked vehicles ahead and plan a safe way to progress past them.
- Interacting with Traffic: being aware of other road users – behind, to the side and in front of your vehicle. If a vehicle is tailgating behind or ahead of you, leave yourself more space in front so you can brake safely. Offset your vehicle where possible to the vehicle travelling alongside in case they swerve or drift in their lane. Being aware of other vehicles blindspots and not travelling in them so they can see your vehicle. Be aware of approaching vehicles from behind or towards you, especially those travelling at speed or large vehicles that may need more room.
- Being Aware of your Surroundings: watching for pedestrians that may cross the road and how to safely negotiate a school crossing during or outside of school hours. Slowing down or covering the brake if children or animals are on the footpath and could unexpectedly move across your path.
- Vehicle Handling Skills: selecting the correct gear and speed for the conditions and explaining why. Braking early and gently wherever possible and managing changing road conditions including bends and descents using the brakes, appropriate gears and steering safely and effectively. Allowing a minimum safe following distance, a safe stopping distance behind stationary vehicles, a safety margin around other objects and applying acceleration sense to ensure smooth vehicle handling.

Being able to articulate during a commentary drive what is going on around you is an essential skill for an instructor and you need to demonstrate the following to safely negotiate an approaching hazard. The Hazard Perception Process is:



Of course this process all takes place very quickly, sometimes in only a few seconds. To prepare it is recommended you practice your hazard perception skills.

During the commentary drive you do not have to identify every possible hazard, sometimes there will just be too much going on (e.g. on a busy street) but you must be able to identify the highest risks and explain those in detail first.

If during the commentary drive, it is very quiet and only a few hazards are present the Assessing Officer may not have seen enough to ascertain if you are competent at this task. The Assessment Officer may either ask you to continue driving and give you directions, or may ask questions to gather more information on your knowledge of handling hazards safely.

Ten (10) hazards need to be negotiated, with at least nine (9) successfully completed to meet the required standard for Component 3 – Commentary Drive.

Component 4 - Manoeuvres

The applicant must confidently and competently demonstrate each of the required manoeuvres, to the standard outlined in the relevant Task/Manual. This must be demonstrated in the appropriate class of heavy vehicle, without the re-assessment component. Demonstration of the manoeuvres must incorporate Safe Driving Strategies (Task 2.15) which includes observation skills, safe vehicle positioning and system of vehicle control. Manoeuvres include:

<p><u>For LR/MR class:</u></p> <ol style="list-style-type: none"> Reverse in a Straight line (3.04) Reversing to the Left (3.03A) Parallel Park (LR/MR only, not HR – 3.05) Kerb Stop Procedure – Uphill (2.06) Moving Off Procedure – Uphill (2.07) Kerb Stop Procedure – Downhill (2.08) Moving Off Procedure – Downhill (2.09) <p><u>Note:</u> 6 of 7 manoeuvres must be demonstrated correctly</p>	<p><u>For HR class:</u></p> <ol style="list-style-type: none"> Reverse in a Straight line (3.04) Reversing to the Left (3.03A) Kerb Stop Procedure – Uphill (2.06) Moving Off Procedure – Uphill (2.07) Kerb Stop Procedure – Downhill (2.08) Moving Off Procedure – Downhill (2.09) Simulated Vehicle Breakdown (verbal) (4.04) Check Stop Inspection (4.03) <p><u>Note:</u> 7 of 8 manoeuvres must be demonstrated correctly</p>
<p><u>For HC class:</u></p> <ol style="list-style-type: none"> Reverse in a Straight line (3.04) Reversing to the Left (3.03) Kerb Stop Procedure – Uphill (2.06) Moving Off Procedure – Uphill (2.07) Kerb Stop Procedure – Downhill (2.08) Moving Off Procedure – Downhill (2.09) Simulated Vehicle Breakdown (verbal) (4.04) Check Stop Inspection (4.03) Couple Trailer to the Prime Mover (3.01) Uncouple Trailer from the Prime Mover (3.02) <p><u>Note:</u> 9 of 10 manoeuvres must be demonstrated correctly</p>	<p><u>For MC class:</u></p> <ol style="list-style-type: none"> Reverse in a Straight line (3.04) Kerb Stop Procedure – Uphill (2.06) Moving Off Procedure – Uphill (2.07) Kerb Stop Procedure – Downhill (2.08) Moving Off Procedure – Downhill (2.09) Couple B Trailer to the Prime Mover and A Trailer (3.01B) Uncouple the B Trailer from the Towing Unit (3.02B) Couple Prime Mover & Trailer to Dolly (3.02C) Uncouple Dolly from the Towing Trailer (3.02D) <p><u>Note:</u> 8 of 9 manoeuvres must be demonstrated correctly</p>

New Authorised Examiner – Direct Entry Regulator Assessment Process:

