



Part of The Driver CPC initial qualification requires candidates to pass the “practical associated knowledge exam”, otherwise known as “Driver CPC Module 4”

For new entrants passing Module 4 means finally being qualified to drive an HGV professionally.

This info has been created to help you prepare adequately for your Driver CPC module 4 examination.

## INTRODUCTION

Module 4 has been introduced to allow you to confirm that you can carry out a number of operations, other than driving, which are Driver legal requirements. The module 4 test is interactive and you will be expected to explain and demonstrate your answers using a suitable vehicle. The module 4 test will be undertaken at a DSA practical testing centre and should last no more than 30 minutes. You must provide a suitable vehicle for the test. For HGV module 4's this could be a C1, C or C+E Remember though. The bigger the vehicle the more you will have to check!

The examiner will ask approx 5-6 questions. The questions will be in the form of scenarios which are supposed to reflect real life situations a professional Driver may encounter in his/her working life. The pass mark is 80% overall, however you must attain at least 75% in each section / area. Remember to bring both parts of your licence and your Module 2 pass certificate. In this half hour test you will be required to demonstrate your knowledge and competence in the following (6) sections:

### Section 1

#### [Ability to load a vehicle with due regard for safety rules and proper vehicle use](#)

You must be able to demonstrate: That you understand weight restrictions that contribute to the total weight of a vehicle, and explain what indications you can see that the vehicle may be improperly loaded or overloaded.

How to distribute any load that you intend to carry on your vehicle safely, that it is secured with the correct restraining device/s and will remain stable on the road.

To answer questions on this subject you need to know about the following:

What the vehicle can legally carry including Gross Vehicle Weights, Train Weights and Axle Weights (found on VTG6, Ministry Plate.) All vehicle over 3.5 tonnes will have a VTG6 plate and trailers in excess on 1020 Kgs. The VTG plate will be located in the cab.

The importance of correct load distribution (i.e. you can overload an axle yet still be within the GVW.) How to check for vehicle overloading. Check the following: suspension springs, low ride height, clearance between wheel arches and wheels, check for bulges in tyres, check twin wheels (rear), the tyres may be touching at the bottom.

Forces at work; Centre of gravity A professional Driver must have an understanding of the forces of work affecting commercial vehicles, including:

The vehicle's centre of gravity (the point through which all its weight acts.) The centre of gravity should be kept as low as possible, along a line running centrally down the length of the vehicle/load the higher the centre of gravity, the less stable the vehicle and load will be. When loading a vehicle the centre of gravity must be kept as low as possible. The heavier parts of the load on the bottom and the lighter parts on the top

Forces at work: Momentum: Is the tendency of the vehicle/load to continue in a straight line (if the vehicle stops the load will continue moving forward.) The higher the speed the greater the momentum.

Forces at work: Centrifugal force: When the vehicle takes a bend the load will want to keep going in a straight line. If a loaded vehicle takes a bend at too high a speed, the centrifugal force acting on it may cause the load to be unstable and fall from the vehicle. At low speed this will be overcome by the tyres gripping on the road surface.

Other forces: High winds can cause problems for high-sided vehicles rain, ice, snow can also affect the stopping distance on icy roads the stopping distance can be increased by up to 10 times normal stopping distance the correct use of the accelerator and brakes are important to avoid locking the wheels.

A typical question posed by the DSA Examiner may be

What visual checks would you carry out to ensure this vehicle was not overloaded?"

A suitable answer would be.

"I would visually check the following:

The suspension springs do not appear overloaded; the ride height of the vehicle is not too low. I would make sure there was sufficient clearance between wheel arches and wheels. I would check for bulges in the tyres. With twin wheels, the twin tyres must not be touching at the bottom. I would stand approx 10 feet behind the vehicle and check visually to see if it overloaded on one side. If in doubt I would take to the vehicle to a weighbridge for checking”

### **Section 1 (Continued)**

Using the Appropriate Restraining Device and vehicle dimensions

The DSA have a loading simulator trolley that you must use to demonstrate your answer/s. You must demonstrate your knowledge of the different forms of load restraint available for the different loads that vehicles carry. Your familiarity with the physical dimensions and clearances required by the vehicle (height, width and length.)

Any restrictions that may apply and your awareness of any overhangs or projections when driving (vehicles over 3 meters must display overall height in vehicle cab.)

When securing a load the driver needs to consider:-

the load being carried, the suitability of the vehicle, the stability of the load, the type of restraints to be used, protecting the load from the weather, prevention of theft of the load ease of delivery of the load. Selecting the right restraining device for your vehicle is essential. it will help secure you load and ensure it stays intact and safe throughout the journey. There are a number of different restraining devices, each suitable for different types of load being carried, including

Containers:- use twist locks, curtainsiders:- use webbing, (do not rely on the curtains to secure the load)

Pallets:- use ropes or webbing (use sleeves or corner protectors to protect the load, to stop damage to the webbing).

Loads in a box van:- use a bar tensioner

Heavy plant:- use chains with shackles and chain tensioners,

Sheet steel:- use chains with shackles and chain tensioners and chocks.

Bricks:- use netting, with tension devices

Bulkers and skip loads:- use netting or sheets.

The DSA examiner will have a trolley, with a rope, straps, a ratchet, a chain and chain tensioner and a bar tensioner. The examiner will tell you that you are carrying a certain load on your vehicle and ask what securing device/s you would use. Once you have selected the securing device, the examiner will expect you to demonstrate how to use the device on the trolley correctly.

## **Section 2**

Security of the vehicle and contents

Another part of the Module 4 practical demonstration test is confirming your skills and knowledge associated with “Security of The Vehicle and Contents”. You must have knowledge in how to minimise vehicle and load security risks. You need to get at least 75% in this particular section. You must know about the following: knowing where to park overnight before starting your journey, trying to park your vehicle in sight and where you can return to it quickly if needed. Trying to park in a well-lit reputable secure lorry park and parking the rear of the vehicle up against a wall or other vehicle. When returning to your vehicle, checking all round for signs of interference, including load security seals, padlocks, curtain side rips or tears TIR cord, etc.

Everyday Security:- Avoid regular routes or stops (for newspapers, cigarettes or meals) – a recognisable pattern makes you an easier target for thieves. Never give lifts. It is in fact illegal to carry unauthorised persons when transporting dangerous goods.

## **Section 3:**

Ability to prevent criminality and trafficking in illegal immigrants

The Driver is responsible for his vehicles contents and security. This includes preventing criminality and trafficking in illegal immigrants. Therefore suitable security checks must be carried out to minimize the threat. For this part of the Driver CPC exam a full check in and outside the vehicle is required.

The examiner may ask the following

“You have just returned to your vehicle from a tea break. Your vehicle has been parked at a ferry port. You suspect your vehicle may have been tampered with. What checks would you carry out? Remember you are checking for illegal immigrants and contraband, (cigarettes, drugs, alcohol etc) so a thorough search is required.

A suitable answer may be: "I would start at the front of the vehicle checking the vehicle as I went" Engine (lift the bonnet and check inside), check in and around engine including water washer bottles and anywhere items could be hidden. Check wind deflectors, any lockers, wheel arches, suspension, between the axles (front and rear), underneath and on top of vehicle. Inside drivers cab including under and behind seats, glove compartments and all cubby holes. Open fuel cap and check nothing inside. Check for tears or cuts if curtain sided vehicles, check all TIR cord and padlocks are secure and have not been tampered with. Open up the back of the vehicle and check in an around load. check around spare tyre compartment. It is very important to demonstrate your answers to the examiner using the vehicle provided. You must achieve at least 75% in this section.

## Section 4

Ability to assess emergency situations

Another section of the Driver CPC module 4 examination is how to deal with emergency situations. To pass this section you should be able to explain and demonstrate: Your response to emergency situations that may develop, the procedure to adopt if your vehicle catches fire during a journey. The various types of fire extinguisher and which fires they're intended to tackle and how to enter and exit your vehicle safely with due regard to other road users and pedestrians.

The examiner may ask you the following question. "You are driving on a motorway, you look in your mirror and see the rear of your vehicle is on fire. What action would you take?" The examiner is looking for you to provide a safe and comprehensive procedure to dealing with this emergency. It's no good saying "I would pull over, get out and run"

A suitable answer to this question would be "I would initially check my mirrors to ensure it was safe to stop the vehicle on the hard shoulder. If safe to do so I would indicate and stop as soon as possible on the hard shoulder. I would then turn on my hazard lights, stop the engine, apply handbrake and select neutral. I would try to exit on the near side, but before exiting I would check my n/s mirror and blind spot.

When exiting the vehicle I would use 3 points of contact at all times and exit facing the cab. I would then operate the battery isolator (if fitted.)

I would then assess the fire to determine if I could tackle it. If I felt the fire could be tackled I would use an appropriate extinguisher either a powder or foam type. If it was a tyre fire then caution must be taken as tyre fires can re-ignite or burst at any time.

Once I had tackled the fire or if I felt the risk was too great to tackle the fire I would get myself and others away (possibly upwind) and contact the emergency services. If the fire was a vehicle fire I

would not use a water based fire extinguisher as this would not be appropriate and could make matters worse by spreading the fire.

REMEMBER: THINK OF YOUR OWN SAFETY FIRST BEFORE TACKLING A FIRE. You must achieve at least 75% in this section of the Driver CPC module 4 exams. Use our approved Driver CPC training search engine to find your nearest professional Driver CPC training provider.

## **Section 5&6**

Ability to prevent physical risk and Demonstrate your ability through a physical, walk-round, vehicle safety check.

Professional HGV Drivers are legally obliged to carry out pre-use vehicle checks to ensure the vehicle they intend to use is in good condition & in safe working order.

In this part of the driver CPC examination you should be able to explain and demonstrate: The precautions to take before starting the engine (Cockpit checks)

The walk-round safety checks you would make on your vehicle before starting each and every journey. You can use a check / crib sheet to help answer this one. Your training provider should be able to provide you with this. It will list the components on the vehicle you must check.

### **Cockpit Check**

The precaution to be taken before starting the engine are otherwise known as cockpit checks. This check is carried out whilst seated in the cab. It is not a pre-use walk round vehicle check. The "cockpit drill" should include checking the following (good idea to be seated in the cab and start from the left hand side) all mirror, clean, clear and positioned correctly. Windscreen clean, clear and free of obstructions, handbrake is applied and neutral selected. Windscreen washers work, tachograph fitted and calibration plaque in date, speed limiter plaque fitted. Audible warning device (horn) working, sufficient fuel for journey, all instrument gauges are working, speedometer, ABS working, sufficient air in tanks, mobile phone switched off, seat belt works, seat positioned correctly, doors are secure, check for excessive exhaust smoke. The final part of this check is to carry out a rolling brake check.

### **The Drivers Walk Round pre-use Vehicle Check**

not the same check as the cockpit check. This check consist of walking around the vehicle checking for defects. You can, if provided, use a crib / check sheet to confirm your answers. The examiner will want you to walk round the vehicle identifying what you are checking and why you are checking it. This check should include the following. Tyres (minimum 1mm, 3/4 across, full circumference, no bulges, rips, cord exposed etc), wheels (no corrosion and thread depths the same), lights (clean, clear and in good order) indicators (fixed, clean and working), reflectors (fixed clean and working)

number plates (fixed, clean and clear), wiper blades (in good working order), spray suspension (fixed and working).

When you are completing this section of the Driver CPC exam it is worth confirming exactly what the examiner wants you to check., i.e. Cockpit or walk round check. You must achieve at least 75% in this section and at least 80% overall. Once you have passed the module 4 exam (and assuming you have passed module 1,2 and 3) you can drive an HGV professionally on the public highway. You will awarded a Driver CPC qualification card (DCPCQC) which is valid for 5 years. By the end of the 5 years, and every 5 thereafter you will then be subject to periodic Driver CPC training. This equates to 35 hours formal training every 5 years.