

COMPANION VOLUME IMPLEMENTATION GUIDE

TLI Transport and Logistics
Training Package

Release 19.0

Attachment F: Implementation advice for TLIC-TLID

Note: only guidance for the unit relevant to this consultation has been included in this version of the companion volume. Implementation advice for other units appears the full companion volume.

ATTACHMENT F: IMPLEMENTATION ADVICE

TLIC0037 Drive light rigid vehicle

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work
	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	confirm that the training vehicle (and/or trailer) carries current registration
	truck has correct signage, e.g., dangerous goods diamonds, over dimensional, long load etc.
	check that your truck carries as set of wheel chocks (if mandated)
	check that your truck carries reflector triangle, extinguisher and/or witches hats
	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver
	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions
	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route

	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear
	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)
	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side
	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate
	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors

	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.
	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox
	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber
	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads
	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills

	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.
	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes
	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	if required place wheel chocks vehicle prime mover or trailer or dollies. may need to click off isolation switch
Night driving	have a clean windscreen as well as clean headlights, indicator and trailer lights
	turn on headlights (trailer lights come on automatically)
	dim cabin/dashboard lights, allows greater vision
	select speed to suit the level of illumination driver is comfortable with
	drive at a speed where you can stop within your truck's beam length
	alternate your high beam between oncoming vehicles and lower when approaching hill crests
	when facing high beam from oncoming traffic avert your gaze slightly to the left
	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing

	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus
	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)
	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)
	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	basic rollover knowledge: causes and avoidance
	do not brake, steer straight (can be difficult) slow down and slowly move to a flat off-road surface
	exhibit stable behaviour and courtesy to other vehicles and road users

Regulatory overview	the legal driving hours under hvnl or other relevant state-based legislation i.e, standard hours, bfm and afm. what causes fatigue, how to alleviate it
	what weight can an axle group carry? what is standard mass, cml and hml?
	legal requirements, centre of gravity appreciation, restraint types and information sources.
	awareness of safe loading and unloading techniques
	knowledge of road rules and what is an infringement notice and when do you get one
	what is cor, how do you as a licensee fit? what can't you be directed to do?
	overview of truck safety in the industry: fatal, serious and major crashes
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.
	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.
	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)

TLIC0037 Drive medium rigid vehicle

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work
	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	confirm that the training vehicle (and/or trailer) carries current registration
	truck has correct signage, e.g., dangerous goods diamonds, over dimensional, long load etc.
	check that your truck carries as set of wheel chocks (if mandated)
	check that your truck carries reflector triangle, extinguisher and/or witches hats

	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver
	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions
	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route
	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear
	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)

	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side
	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate
	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors
	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.
	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox

	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber
	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads
	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills
	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.
	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes

	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	if required place wheel chocks vehicle prime mover or trailer or dollies. may need to click off isolation switch
Night driving	have a clean windscreen as well as clean headlights, indicator and trailer lights
	turn on headlights (trailer lights come on automatically)
	dim cabin/dashboard lights, allows greater vision
	select speed to suit the level of illumination driver is comfortable with
	drive at a speed where you can stop within your truck's beam length
	alternate your high beam between oncoming vehicles and lower when approaching hill crests
	when facing high beam from oncoming traffic avert your gaze slightly to the left
	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing
	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus
	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)
	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)

	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	basic rollover knowledge: causes and avoidance
	do not brake, steer straight (can be difficult) slow down and slowly move to a flat off-road surface
	exhibit stable behaviour and courtesy to other vehicles and road users
Regulatory overview	the legal driving hours under hvnl or other relevant state-based legislation i.e, standard hours, bfm and afm. what causes fatigue, how to alleviate it
	what weight can an axle group carry? what is standard mass, cml and hml?
	legal requirements, centre of gravity appreciation, restraint types and information sources.
	awareness of safe loading and unloading techniques
	knowledge of road rules and what is an infringement notice and when do you get one
	what is cor, how do you as a licensee fit? what can't you be directed to do?
	overview of truck safety in the industry: fatal, serious and major crashes
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.
	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.
	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)

TLIC0039 Drive heavy rigid vehicle

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work

	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	confirm that the training vehicle (and/or trailer) carries current registration
	truck has correct signage, e.g., dangerous goods diamonds, over dimensional, long load etc.
	check that your truck carries a set of wheel chocks (if mandated)
	check that your truck carries reflector triangle, extinguisher and/or witches hats
	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver
	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions
	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route
	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear

	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)
	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side
	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate
	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors
	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.

	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox
	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber
	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads
	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills
	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.

	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes
	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	if required place wheel chocks vehicle prime mover or trailer or dollies. may need to click off isolation switch
Night driving	have a clean windscreen as well as clean headlights, indicator and trailer lights
	turn on headlights (trailer lights come on automatically)
	dim cabin/dashboard lights, allows greater vision
	select speed to suit the level of illumination driver is comfortable with
	drive at a speed where you can stop within your truck's beam length
	alternate your high beam between oncoming vehicles and lower when approaching hill crests
	when facing high beam from oncoming traffic avert your gaze slightly to the left
	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing
	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus
	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)

	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)
	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	basic rollover knowledge: causes and avoidance
	do not brake, steer straight (can be difficult) slow down and slowly move to a flat off-road surface
	exhibit stable behaviour and courtesy to other vehicles and road users
	the legal driving hours under hvnl or other relevant state-based legislation i.e, standard hours, bfm and afm. what causes fatigue, how to alleviate it
Regulatory overview	what weight can an axle group carry? what is standard mass, cml and hml?
	legal requirements, centre of gravity appreciation, restraint types and information sources.
	awareness of safe loading and unloading techniques
	knowledge of road rules and what is an infringement notice and when do you get one
	what is cor, how do you as a licensee fit? what can't you be directed to do?
	overview of truck safety in the industry: fatal, serious and major crashes
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.

	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.
	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)

TLIC0040 Drive heavy combination vehicle

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work
	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver
	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions
	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route

	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear
	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)
	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side
	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate
	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors

	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.
	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox
	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber
	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads
	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills

	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.
	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes
	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	uncouple trailers and/or the dolly from the prime mover
Night driving	have a clean windscreen as well as clean headlights, indicator and trailer lights
	turn on headlights (trailer lights come on automatically)
	dim cabin/dashboard lights, allows greater vision
	select speed to suit the level of illumination driver is comfortable with
	drive at a speed where you can stop within your truck's beam length
	alternate your high beam between oncoming vehicles and lower when approaching hill crests
	when facing high beam from oncoming traffic avert your gaze slightly to the left
	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing

	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus
	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)
	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)
	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	exhibit stable behaviour and courtesy to other vehicles and road users
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.
	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.

	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)

TLIC0041 Drive multi-combination vehicle

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work
	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	confirm that the training vehicle (and/or trailer) carries current registration
	truck has correct signage, e.g., dangerous goods diamonds, over dimensional, long load etc.
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	check that your truck carries as set of wheel chocks (if mandated)
	check that your truck carries reflector triangle, extinguisher and/or witches hats
	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver
	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions

	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route
	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear
	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)
	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side
	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate

	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors
	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.
	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox
	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber
	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads

	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills
	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.
	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes
	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	uncouple trailers and/or the dolly from the prime mover
	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing
	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus

	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)
	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)
	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	basic rollover knowledge: causes and avoidance
	do not brake, steer straight (can be difficult) slow down and slowly move to a flat off-road surface
	exhibit stable behaviour and courtesy to other vehicles and road users
Regulatory overview	the legal driving hours under hvnl or other relevant state-based legislation i.e, standard hours, bfm and afm. what causes fatigue, how to alleviate it
	what weight can an axle group carry? what is standard mass, cml and hml?
	legal requirements, centre of gravity appreciation, restraint types and information sources.
	awareness of safe loading and unloading techniques

	knowledge of road rules and what is an infringement notice and when do you get one
	what is cor, how do you as a licensee fit? what can't you be directed to do?
	overview of truck safety in the industry: fatal, serious and major crashes
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.
	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.
	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)

TLIC0042 Drive multi-combination vehicle over 2 trailers

The following has been extracted from Austroads National Heavy Vehicle Driver Competency Framework (NHVDCF) competencies.

Pre-trip check	check tyres have a tread depth of at least 1.5mm.
	check for severely under-inflated tyres
	check rear dual tyres are not touching on truck or trailers
	check headlights and tail-lights and reflectors work
	check that headlights and tail-lights are clean and that beam can be seen
	check that there are no protrusions from the truck (or trailer) bodies
	check that doors on truck (and rear door on trailer) open and close
	check that air tank is drained and does not contain water or oil fluids
	check wheels have full set of wheel nuts
	check wheels do not have cracked rims or hubs
	check there are no missing mud flaps on rear axle groups
	check that there are no fluid leaks from: water, fuel, cooling or lubricating systems etc.
	confirm that the training vehicle (and/or trailer) carries current registration
	truck has correct signage, e.g., dangerous goods diamonds, over dimensional, long load etc.
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	couple trailer(s) (and/or dollies) procedure, checking leads are connected
	check that your truck carries as set of wheel chocks (if mandated)
	check that your truck carries reflector triangle, extinguisher and/or witches hats
	note that there is no rigid truck or trailer tilt due to poor loading or load positioning
In-cab check	wear appropriate shoes, pull yourself into cab facing forward (3 points of contact entry)
	adjust driver seat so that feet can touch the floor and pedals, also adjust seat lumbar support
	adjust the steering column for height and angle to suit the driver

	check that seatbelts work, driver fastens and adjusts.
	check that mirrors are not cracked or broken and adjust for driver vision
	check that both windscreen wipers work at the various settings
	check that the panel lights and gauges are active. check switches work
	check that the left/right indicators are working as well as hazard lights
	locate and be familiar with the engine and trailer brake activation switches/levels
	check that both visors work in the down and lift back positions
	check handbrake (and trailer brake) is on
	check the truck is in gear (not in neutral gear)
Moving off	driver has in advance selected the appropriate driving route
	turn on the engine (let run for 5 minutes if truck uses airbrakes to build the air bank)
	check that all gauges on the dashboard are working
	turn on truck lights (if night-time) or parking lights if it is trainer/company procedure
	put truck into gear, manual or amt (not for automatic) and take-off park brake (and trailer brake)
	squeeze airbrake to confirm it is active
	engage clutch (if applicable) and move to yard or road entrance from training area (if in yard)
	move to road entrance and brake to stop
	look across 180 degrees left to right for oncoming directional traffic flows and check when the road is clear
	use left or right indicator to show the direction of entry to roadway
	accelerate smoothly onto road surface
	as above: engage clutch, (press hill start button) (release trailer brake) indicate and move off
Driving	enter nearest road lane and turn off indicator
	gear change up synchromesh and accelerate or accelerate to flow speed (auto), observe gauges
	check mirrors and adopt a correct road position
	adopt a safe following distance
	steer with two hands
	lane position selection unlaned (narrow road)
	lane position selection unlaned (wide road)
	lane selection – 2 lane with centre white line
	lane selection – 2 or more lanes with centre reservation (speed limit below 80 km/h)
	lane selection – 2 or more lanes with centre reservation (speed limit above 80 km/h)
	speed selection – zone identification
	speed selection hazard density
	safety gap spacing (forward 4–7 sec min)
	safety gap spacing on left side

	safety gap spacing on right side
	safety gap spacing after overtaking a vehicle
	at a traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	at a non-traffic signalled intersection, use full visual range to turn into single or double lane. use suitable hand positioning
	turn left into slip lanes (slip road in usa)
	know vehicle's blind spot and be familiar with how to compensate
	move forwards in the seat and comprehensively scan with own vision overcoming pillar block out, as well as full use of sidemirrors
	entering major arterial or freeways. select appropriate speed, signal, check mirror and blind spots, judge an appropriate safety gap and merge
	when on desired major road, indicate and position in lane with appropriate safety gap.)
	when exiting a major arterial or freeway check mirror, indicate, select speed and gear, and enter exit ramp with appropriate safety gap
	select safety gap, consider all traffic positioning, legal speed limits, unbroken road lines and speed limits. select gear appropriate for acceleration, indicate and undertake the overtaking manoeuvre. horn can be used to alert overtaking vehicle if needed
	completing overtaking – indicate and move back into lane ahead of overtaken vehicle ensure a safety gap when moving ahead of the overtaken vehicle lane.
	stopping along a kerb. choose an appropriate safe location with appropriate space. choose slow safe speed, indicate, check in mirrors for surrounding traffic, gear down and move towards selected site.
	check for obstructions near kerb parking site: low hanging building eaves, trees and branches, kerbside signs, other hardstand objects. activate hazard lights if required.
	roundabout straight ahead single lane and dual lanes
	roundabouts left and right-hand turns single lane
	roundabouts left and right-hand turns dual or more lanes
	demonstrate lane splitting (60–40 in two lanes to enable asset clearance and to block cars from creeping up on the inside of a turning vehicle). pcas (preserve crash avoidance space). full use of mirrors and full visual scan noting truck blind spots
	gear change down moderate rise using synchromesh gear box or double clutch for non-synchromesh
	use of 'diff lock', awd for traction control and preventing wheel slippage.
	gear change down on a mild decline with synchromesh gearbox or double clutch for non-synchromesh gearbox
	steep downhill. take note of 'steep' road signage. use a chosen full gear before entering descent. heighten your awareness when driving. in emergencies use engine brake, and observe emergency off ramps or retarding pits
	high-speed cornering bend – select speed and gear for the exit approach. choose an approach exit line observing the bend angle and the road surface camber

	high-speed cornering bend – select an effective hand positioning technique on the steering wheel
	adjust to an appropriate speed and select a road position to view oncoming vehicles
	allow an appropriate safety gap so that dust, dirt, gravel are avoided from vehicles you are following.
	speed reduction and position selection to avoid oncoming vehicle accident on narrow roads
	when cornering slow noting the new gravel surface, camber and road shoulder width. use suitable steering wheel hand positioning
	approach crest of hills
	approach to single lane bridges
	approach to narrow bridges with signalled entry
	hazard height identification (trees, low bridges etc.)
	tram crossing, stop sign, construction zones, pedestrian crossings, school and railway crossings
	check while travelling that the truck instruments, gauges and warning lights are in working order.
	exposure to different road surfaces e.g., gravel, partially sealed, different cambers, wet, iced etc. and tight turns
	use of 'diff lock', awd for traction control and prevent wheel slippage. mud, ice, oil, heavy rain.
	drivers are informed of mental state impacts on their judgement and risk
Reversing	checks with mirrors that the area being reversed into is clear
	places into reverse gear and adjusts steering to move into the selected area
	reversing – straight line
	reversing offset to the left
	reversing offset to the right
	reverse into a driveway to the right and then a reverse to the left
	reversing around corners (left corner)
	reverse into a loading dock
Parking and post-trip activities	manoeuvre into the appropriate lane to undertake the change of straight direction
	indicate the turn to park kerbside or into directed premises or yard
	slow to appropriate gear and observe surrounding traffic for any hinderance to parking
	manoeuvre vehicle (and trailers) into position using forward vision and mirrors
	apply park and trailer brakes
	fill out appropriate details in logbook or enter times into the electronic work diary at trip's end
	idle down before turning off the engine
	exit cabin using steps and grips
	check for load shift, tilt for rigid truck, or displaced load for trailers
	uncouple trailers and/or the dolly from the prime mover

	slow and/or stop to assess activity at a non-illuminated or non-gate controlled rail crossing
	turn on hazard lights when reversing, especially on multi-trailer combination at night
	be more vigilant to the presence of motorcycles, urban cyclists and pedestrians at night.
	slow, and possibly take evasive action if animal eye reflection is seen before animal is in focus
	move to side of road, turn on hazard lights, place reflector triangles behind truck (or trailers).
Encountering hazards	recognise the hazard: physical, caused by other road user or vehicle, or road surface related
	determine what hazard procedure should be adopted (12 second forward planning)
	ensure truck is in correct lane or road space travelling at an appropriate speed, allowing for evasive action when approaching the hazard. anticipate readiness to brake.
	driver will choose an appropriate/priority path for hazard avoidance
	driver will use mirrors and visuals to determine his/her proximity to other road users.
	driver will choose an appropriate speed and gear with which to negotiate the hazard
	driver will determine alternative bypass strategy if circumstance change when approaching or passing the hazard.
	driver accelerates to an appropriate speed when the hazard has been passed
	emergency braking – using the threshold technique
	low air – stopping safely (airbrakes)
	50% brake rule – proactive, not reactive, braking when approaching a hazard
	use of engine retarders – jake brakes, gear or exhaust retarders
	leaving and re-entering the shoulder of the road (bitumen to gravel)
	first responder actions
	adjust driving techniques for exceptionally poor weather and surface conditions
Vehicle control techniques	demonstrates a recovery into a gear after missing a gear on a flat road surface
	demonstrates recovery into a gear after missing a gear when driving on a steepening road surface
	demonstrates recovery into a gear after missing a gear when driving on a downhill sloping road service
	driving in heavy rain, snow, ice, fog, sandstorms, mud, etc. taking greater notice of the truck's limitations.
	skipping to higher gear technique for synchromesh and non-synchromesh gearbox
	skipping to a lower gear for a synchromesh and non-synchromesh gearbox
	basic rollover knowledge: causes and avoidance
	do not brake, steer straight (can be difficult) slow down and slowly move to a flat off-road surface

	exhibit stable behaviour and courtesy to other vehicles and road users
Regulatory overview	the legal driving hours under hvnl or other relevant state-based legislation i.e, standard hours, bfm and afm. what causes fatigue, how to alleviate it
	what weight can an axle group carry? what is standard mass, cml and hml?
	legal requirements, centre of gravity appreciation, restraint types and information sources.
	awareness of safe loading and unloading techniques
	knowledge of road rules and what is an infringement notice and when do you get one
	what is cor, how do you as a licensee fit? what can't you be directed to do?
	overview of truck safety in the industry: fatal, serious and major crashes
Maintenance overview	pre- and post-trip check elements touch on maintenance, tyres, leaks, broken/defective lights, drive belt, etc.
	changing tyres, greasing turntables, checking fluids, air tanks and, changing bulbs.
	what are a, b and c maintenance services and why a driver needs to know
	driver to keep up to date with vehicle technologies (not necessarily in the licence to drive unit)