

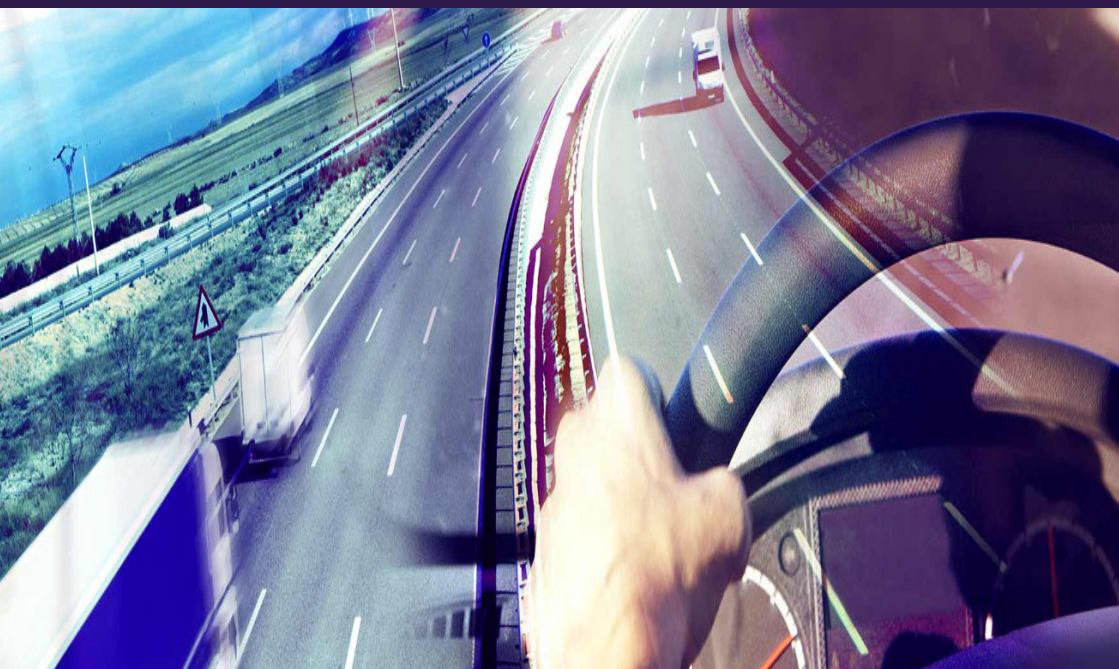


eBook

CPC - Certificate of Professional Competence



British Guide for Large Vehicles Drivers



Driver CPC - The Complete English Guide for Professional LGV / PCV Drivers

All matters involving Case Study (Module 2) and Practical Demonstration Test (Module 4) in 7 Chapters, on 270 pages.

Interactive Ebook - 2024 Edition

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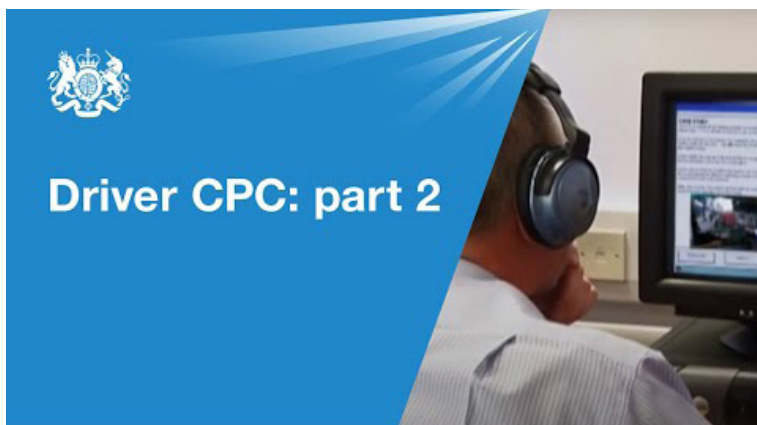
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There will be seven case studies, each with between five and ten questions. The test, including the introductory screens, will last for 1 hour 30 minutes.

The Guide to Driving Goods / PCV Vehicles and the other publications listed on page 13 provide information to help you answer questions in the *Driver CPC Case Study Test*. It is likely to be information that you have learned for the other parts of the test. The case studies are a new way of testing that you are able to put your knowledge into practice and make judgements based on what you have learned. You must pass the *Driver CPC Case Study Test* before taking the *Driver CPC Practical Demonstration Test*.

Check sample case study scenario by clicking on photo below.



This is also a practical test, but it is only for new professional drivers who need to obtain their *Driver CPC*. It assesses your knowledge and abilities on matters of safety and security. For example, you will be required to show the examiner that you have knowledge of the following:

- safe use of your vehicle, and the checks that you should make on the vehicle before driving
- safe and secure loading
- how to check that your vehicle is secure from criminal acts and trafficking
- how to assess emergencies and risks.





Cabotage

Cabotage is loading and unloading goods within one country using a vehicle registered in another country.

You can carry out up to 2 haulage jobs within the EU after dropping off goods from the UK. Only one of the jobs can be cabotage.

You must complete the cabotage job:

- 1) Within seven days of dropping off the goods you brought from the UK
- 2) In the same EU country where you dropped off the goods from the UK



Cross-trade

Cross-trade is loading goods in one country and unloading them in another country, with a vehicle registered in a third, different country.

Weekly rest periods

There is more flexibility in the scheduling of the weekly rest periods for drivers when operating internationally.

A driver engaged in international transport of goods may, outside the country where their employer holds an operators licence, take two consecutive reduced weekly rest periods provided that the driver in any four consecutive weeks takes at least four weekly rest periods, of which, at least two shall be regular weekly rest periods.



Where two reduced weekly rest periods have been taken consecutively, the next weekly rest period shall be preceded by a rest period taken as compensation for those two reduced weekly rest periods.

Regular weekly rest

A regular weekly rest period and any weekly rest period of more than 45 hours taken in compensation for a previously reduced weekly rest, must not be taken in a vehicle.

They must be taken in suitable gender-friendly accommodation with adequate sleeping and sanitary facilities.

Any costs for accommodation outside the vehicle should be covered by the employer.

Week 1							Week 2							Week 3							Week 4							
24 hrs rest							26 hrs rest							21 hrs + 19 hrs compensation	45 hrs rest							45 hrs rest						



HOW TO SHEET A LOAD

Chains

Split-link and iron chains shouldn't be used to secure loads, as they're less reliable than solid-link and steel chains. For more information on the suitability of various-sized steel chains, consult the relevant British Standard (BS) leaflets.

Ratchet straps

Webbing and ratchet straps can be used to secure most types of loads, but it's important to make sure that you use and store them properly.

As a general rule, if you're transporting palletised goods, boxes and stillages, you will need at least one strap per row.

Nets

Nets are used as a way of containing items. They are primarily used on skips and tippers to keep the load from flying off when the vehicle is being driven



Fifth Wheel

The fifth wheel requires regular lubrication and inspection. This should be carried out either monthly or every 10,000 km -whichever comes first.

Whenever you uncouple a trailer, you must work through the uncoupling process methodically. Stop on a level surface, making sure that the brakes are applied on both the vehicle and the trailer.

When recoupling, you must connect the dog clip to secure the kingpin release handle and check that all connections, systems and lights are working correctly.

Click on photo to download fifth wheel coupling manual.



1. Multiple Choice - choosing one correct answer from a number of options.

Select for review ⓘ

Question 1 of 9

When does a 'fixed week' start and end?

Select the best option below.

Use your mouse to click on the circle next to the best option.

- ☐ A. Start at 00:00 on Sunday and ends at 24:00 on the following Saturday
- ☐ B. Start at 00:00 on Monday and ends at 24:00 on the following Sunday
- ☐ C. Start at 00:00 on Saturday and ends at 24:00 on the following Friday
- ☐ D. It is variable

Click the **Next Question** button to see the next question

Previous Question Next Question Take test again Help Add to My Topics ⓘ End Test

2. Multi-response - selecting more than one correct answer from a number of options.

Select for review ⓘ 00:06:49 ⓘ


Case Study 3

Jacob is driving a heavily laden rigid lorry. It has been raining on and off throughout the day.

On Jacob's route there are many sharp bends and mini roundabouts and he will be crossing LRT tracks.

The city centre has traffic calming measures and there is a hump back bridge on the approach to the city.

During his shift he comes across an incident where people are injured.



Question 1

In order to maintain control of his lorry, Jacob should:

Select **TWO** of the options below.

- ☐ A. Brake just before the bends
- ☐ B. Accelerate quickly away from roundabouts
- ☐ C. Brake in good time
- ☐ D. Brake when travelling in a straight line when possible
- ☐ E. Brake while cornering

Now select **Next**.

Previous Next Add to My Case Studies ⓘ Help End Test

- safety belts,
- vehicle load.



3. Health, road and environmental safety, service, logistics

All licences

3.1. To make drivers aware of the risks of the road and of accidents at work:

- types of accidents at work in the transport sector,
- road accident statistics,
- involvement of lorries/coaches,
- human, material and financial consequences.

In this question you are asked to show which part of the bus risks crossing the kerb as the bus is manoeuvred.

CASE STUDY


Tomas is the driver of a bus. He works under the British Domestic Drivers Hours Rules. He makes sure that he has a balanced diet so that he is always fit to drive.

Tomas arrives at work for an early shift and carries out a daily walk-round check; there is ice on the windows of the bus and the outside temperature is -4°C . In the depot he notices someone that he does not recognise.

When driving on his last route of the day he arrives at the scene of an incident. A motorcyclist has collided with a car and is injured. Tomas stops to assist; the bus carries a first aid kit.

Use your mouse to click directly on the image below.
A red X will mark the place you choose.
To change your answer, click a new place.

Tomas has to pull into a bus stop in front of a parked car. Which part of the bus would be most likely to hit anyone stood on the kerb.



Previous (P) Next (N)

In this question, you are asked to show which part of the bus risks crossing the kerb as the bus is manoeuvred.

Regulations that govern the carrying of various load types

This section tests your understanding of not only knowing what the law says but also on how the law should be implemented. You should know the procedures to adopt in order to comply with the law relating to all the items and requirements listed below.

Types of load

You should be able to

- understand and comply with the law concerning the transporting of loads generally, and the specific requirements that govern all



Example Case Study LGV

The driver of a refuse truck pulls out from a stationary position to pass a bus stopped at a bus stop without adequate observation and without indicating. The driver of the blue and grey lorry swerves to avoid it and crashes through a wall. The driver of the refuse truck blames the lorry driver for not stopping and driving too fast and the driver of the lorry argues that the refuse truck driver should have indicated before pulling out.



1. Select the most accurate description from the ones listed:

Mark one answer

The lorry driver should have stopped, not swerved

The refuse truck driver should have checked his mirrors and

6. In law, as far as any insurance claim is concerned, the owner of the damaged wall is deemed to be the:

Mark one answer

Third party

Second party

First party

Defendant

7. After the accident, what information must the driver of the blue truck give to anyone else involved in the accident?

Mark one answer

His insurance details

His name and address and the name and address of his employer

His name and address

His name

His driving licence details

- a Northern Ireland photocard driving licence and paper counterpart
- an EU photocard driving licence (and paper counterpart, if you have one)

If you do not have a photocard driving licence, bring your paper licence and a valid passport.

Your test will be cancelled and you'll lose your fee if you do not bring these.

How the test works

You're tested on being able to:

- load the vehicle following safety rules and to keep it secure
- stop trafficking in illegal immigrants
- assess emergency situations
- reduce physical risks to yourself or others
- do a walkaround vehicle safety check



Question 1

Show that you know how to secure the vehicle and its contents

You need to demonstrate

- how to secure your vehicle and make every effort to reduce the risk of it being stolen when you park, especially at night
- an understanding of how the braking system works and be able to carry out physical checks to assess correct operation and what to do if you find a fault. How to check that all wheels, tyres and spray suppression equipment, etc, on your vehicle and any trailer, are in a serviceable condition
- your familiarity with the physical dimensions and clearances required for the vehicle, any restrictions that may apply and your awareness of any overhangs or projections when driving
- how to check the vehicle controls and gauges as part of your 'Cockpit Drill' and the action to take when a warning light is showing.

Show that you know how to secure the vehicle and its contents

You need to demonstrate

- ...

270 pages, 51 subjects in 7 chapters - CPC - Certificate of Professional Competence Driver Guide for LGV i PCV category - everything you need to pass 2nd and 4th module of your driving test and obtain CPC qualifications , on www.driving-test.uk - sent within 24h after payment, to your email address.