



NFE012a
Driver Training
Trailer Towing to include B+E training

INTRODUCTION

VENUE:	NFE Training Centre, Donington Park, DE74 2RP
NO. OF TRAINEES:	Min 2 x full days - 1:1 or 2:1 basis (+ test day)
TRAINING DETAILS:	Trailer Towing including B+E test preparation
EVENT DURATION:	Minimum 2 x full days (+ test day)

DETAIL

The course proposed is for a minimum 2 full days (up to 4 days) and is to prepare those requiring B+E trailer towing training to test level. An additional day will be required for the actual test itself. In addition to preparing drivers for the DVLA test the course also covers 'vocational' elements as per the standard NFE012 trailer towing course itinerary.

As with all Automotional practical training courses, this course includes a pre-course Automotional Driver Profile (on-line ADP) and post training, a full course report will be e-mailed directly to the participant and course administrator as required.

This ensures that full H&S Duty of Care responsibilities are covered.

TRAINING

The primary aim is to prepare drivers for the B+E DVLA test enabling them to tow trailers however the course will also equip drivers with the tools that will assist them in making the most appropriate judgements and employ safe working practices whilst towing trailers, particularly with regards to confined space manoeuvring and in with regards to pre and post towing checks, whilst at work.

To facilitate an enjoyable, practical and interactive learning environment. To develop sound planning and decision making skills throughout the processes of coupling and uncoupling, and operating specific pieces of equipment

CONTENT

- The basics of trailer towing and the requirements for passing the DVLA B+E test
- Providing strategies to address problems associated with confined space manoeuvring whilst towing a trailer through specifically designed exercises
- Addressing the legal aspects of trailer weight limits and the importance of matching the trailer weight to the towing capacity of the towing vehicle
- Gaining an understanding of the importance of safe and secure loading of trailers particularly with regard to the maximum recommended nose weight
- Address specific areas of individual concern, as defined by the driver and with particular regard to the towing of trailers
- Improving hazard awareness and risk perception
- Introduction and development of the Three Principles of Safe Driving
- Developing the driver's familiarity and expertise on a variety of road types

- Gain commitment towards on-going personal development
- Driving in a fuel-efficient manner

'ON-ROAD' PRACTICAL TRAINING

Trainer and driver will carry out vehicle, licence and eyesight checks (note: if, in the opinion of the trainer, the 'failing' of any of these checks precludes the continuance of the course, the trainer will reserve the right to terminate training at this point).

The trainer will give provide demonstration drives throughout the training days in order to illustrate the benefits and application of the Three Principles of Safe Driving.

The coaching session will develop the perceptual skills outlined in the presentation and provide opportunities to explore the principles of keeping space, identifying risk and keeping visible and communicating with other road users.

As many road types as possible will be visited during the session, with emphasis being placed on high risk environments as well as any specific ones identified by the driver as being of personal concern.

In addition, the following points will be addressed:

The trainer will help the driver identify weight plates, limits and restrictions of the trailer being used for the training. These will also be cross-referenced with the towing capabilities of the vehicle to be used, with the purpose of establishing:

- If the engine is large enough to tow the trailer and load
- If the brakes are powerful enough to stop the vehicle and trailer safely
- That the trailer gross weight does not exceed the towing capacity of the towing vehicle

Particular attention will be paid to the safe and even distribution of trailer loads, with the purpose of establishing:

- Secure restraint
- Recommended nose weight
- Balance
- Weight Distribution

The importance of maintaining the optimum nose weight will be covered in detail.

A systemic and safe system of coupling and uncoupling will be introduced and practiced by the driver. Pre-journey safety checks and the appropriate checks to be made soon after the start of a journey to establish any initial movement or settling of the load, will be covered. Practical confined space and manoeuvring exercises will be covered, as space and time permit, at the training location or in other accessible and appropriate areas. The key learning points will be:

- Does the driver have a good understanding of trailer articulation whilst reversing?
- How does the participant cope with manoeuvring in a difficult area?
- Is the participant prepared to stop, get out of the vehicle and have a look if in doubt?
- Is the participant prepared to get vehicles moved when necessary or take a risk?
- Is the participant prepared to ask someone to watch them whilst reversing (and agree a signaling and safety code)?
- Does the participant let time constraints affect decision-making and risk management?

WHO IS THIS FOR?

All drivers that are required to tow a trailer whilst driving at work and do not currently have B+E on their licence and are required to pass the DVLA test for this.

OTHER DETAILS

The actual DVSA test will need to be arranged and the NFE Group bookings team can assist with this process via its online booking portal. This test will be arranged on the day after the training or as close to this as is available.

The NFE Group can also provide the tow vehicle for this training if required and a suitable trailer that meets with the DVSA requirements, including the proscribed load.

If you wish to provide the above vehicle and trailer, then please ensure that you meet the requirements as laid out in (see appendix A).

Please also be note that an 'off road' area for the specific manoeuvring/reversing training will also be required where this training does not take place from the NFE training Centre.