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AND ECONOMICAL TRAINING
AND LIFTING EQUIPMENT

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Driving Sense
PROPOSAL

G & H Transport



ds
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Proposal for Economic and Defensive Driver Training: G & H Transport

Dear

Thank you for giving us the opportunity to quote on the driver training. Below is our proposal on how we can assist G & H Transport.

When the learners have been declared competent, we will issue certificates of competence, copies of which can be attached on your Annual Training Report.

Purpose

The purpose of the training is to ensure safe, economical, defensive and professional operation of vehicle combinations with a gross vehicle mass exceeding 3.5 tons, and consisting of a drawing vehicle and trailer/s.

The learners will be able to drive their specific vehicle combination in accordance with legal, safety, manufacturer and other relevant requirements and reflect on the manner.




The competence builds on light vehicle driving competence, and credits competent drivers, who are driving vehicles carrying freight for commercial purposes.


Unit Standard against which learners will be assessed and awarded credits:

SAQA ID: 123254
SAQA Title: Operate a vehicle combination
NQF 4
Credits 20

Entry Requirements

Learners:

-  Are working in the commercial road transport industry as drivers and can prove that they have been driving loaded vehicles. Loaded implies a vehicle loaded with goods to at least 25 percent of its rated capacity.
-  Meet all medical requirements
-  Already have valid code 14 License

 Can prove that they have accumulated at least 100 logged hours of driving which includes the following compulsory conditions:

- > Night driving - at least 5 hours.
- > Driving in wet weather conditions - at least 5 logged hours.
- > Freeway driving - at least 20 logged hours.
- > Driving in low and high density traffic - at least 20 logged hours.

Recognition of prior learning:











The rules of the qualification in which this unit standard is placed indicate that this unit standard can be achieved through recognition of prior learning. Evidence can be presented in a variety of forms, including previous international or local qualifications, reports, testimonials, mentoring, functions performed, portfolios, work records and performance records. As such, evidence will be judged according to the general principles of assessment that it is valid, authentic, current and sufficient and that it has been accumulated in the past three years.

Approach:

It is our understanding that the learners expected to be trained on this course already hold a valid Code 14 driver's licenses and have extensive working experience as drivers.





To this end, we are able to offer the following solution to G&H Transport:

A combination of:

- i. One day theory training covering the following topics:
 - a. Pre-trip inspection
 -  Systematical inspection
 -  Check list inspection
 - b. Introduction to defensive driving
 - c. Maneuvering the vehicle
 -  Alley docking
 -  Straight line reverse
 -  Incline reverse
 -  Left turn
 - d. Manufacturers specification
 - e. Adjusting to different driving conditions
 - f. Vehicle stability
 -  Mass of individual vehicle units
 -  Speed
 -  Direction of travel
 -  Road surface

 Load distribution

- ii. RPL POE compilation focusing on evidence of the 100 hrs driving as indicated in the entry requirements;
- iii. Practical Assessment
- iv. Summative Assessment for award of credits

-  One day training can be for all 23 drivers in one venue
-  Learners will be provided with RPL Evidence Guidelines
-  En Route Practical assessment : 4 drivers per assessor / day (statutory requirement)
-  Summative Assessment will be based on the combination of:
 - o RPL POE 20% weighting
 - o Theory assessment at the end of day 1 50% weighting
 - o Practical assessment 30% weighting

We are able to conduct the training over weekends and would request that the drivers are assessed on local routes so that 4 drivers can be assessed per day.



Cape Town

Address: Unit 5, Stella Road, Montague Gardens,
Western Cape, Cape Town, 7441

Durban

Address: Block 5, 3rd Floor, Island Office Park, 35 Island Circle,
River Horse Valley, Durban, KwaZulu-Natal, 4001.

Telephone: (010) 590 0810

Johannesburg

Address: 16 Electron Avenue, Isando, Kempton Park,
Gauteng, 1600

Telephone: (011) 947 3743



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