



**2022 TR GROUP NZ
TRUCK DRIVING CHAMPIONSHIPS
Competitor Information Guide**

CHRISTCHURCH HEATS

25 NOVEMBER 2022



CONTENTS

1. Aim of the competition.
2. Participation
3. Vehicles and categories
4. Competition tasks
5. Points
6. NZ Truck Driving Championships Programme
7. Standard Operating Procedures and Scoring
8. Definitions
9. General Safety Rules
10. Track Tests
 - 10.1 Serpentine**
 - 10.2 Offset alley**
 - 10.3 Straight line**
 - 10.4 Alley Dock**
 - 10.5 Target**
 - 10.6 Stop line**
 - 10.7 Parallel Park**
 - 10.8 Road Test**
11. Road Test
12. Theory Test
13. Vehicle Pre – Start Checks
14. Judges
15. Disputes and Disciplinary

1. AIM OF THE COMPETITION

The immediate purpose of the competition is to identify the most professional and safety conscious heavy goods vehicle drivers in the categories of Rigid, Truck & Trailer and Articulated HMV's. The aim of the competition is to stimulate drivers to raise levels of safety awareness and competencies and consequently to improve the standard of HMV Driving with emphasis on significantly improving road and general Safety Performance.

Damage to vehicles and equipment, high fuel consumption and loss in man-hours can effectively be counteracted by skilled and competent drivers. Participation in this competition provides an ideal opportunity for the respective drivers to compare not only the abilities of their own drivers with one another, but also with drivers from other companies from a wide range of industry sectors.

The recognition through participation in a regional or national competition should indeed be a strong motivation for every driver to improve his/her standards and knowledge of driving. The inherent benefits for the industry and for road safety, are obvious.

All competitors will also enjoy the opportunity to share experiences with fellow drivers which they can in turn take back to their respective companies.

2. PARTICIPATION

- 2.1 Every heavy motor vehicle driver in possession of a legal, valid and appropriate driver licence for the class of vehicle being driven.
- 2.2 A competitor may not enter for more than one vehicle category.

3. VEHICLES AND CATEGORIES

- 3.1 The category for rigid trucks:
 - Maximum GVM: 18,000 kg
 - Minimum overall length: 9mtr
- 3.2 The category for articulated vehicles:
 - Minimum GCM: 39,000 kg
 - Minimum overall length: 14.7mtrs
- 3.3 The category for truck and trailer vehicles
 - Minimum GCM: 39,000 kg
 - Minimum overall length: 20mtrs

4. COMPETITION TASKS

The NZ Truck Driving Championship will comprise of the following tests:

a. Track Tests

Here the driver's ability to manoeuvre through 6 exercises in confined spaces are tested.

Refer section 10.1 – 10.8 for details

b. Theory Test

An Online Driving Training 35 question multi choice test will be conducted to test the driver's knowledge of the rules of the road including class of vehicle specific.

Refer section 12

c. Pre-trip inspection Test

The test consists of a physical inspection of the vehicle to test the driver's knowledge and habits to ensure the vehicle is road worthy and safe.

The test will require the driver to complete commentary vehicle checks covering all legal and operational vehicle components and equipment within a specified time period.

Refer section 13 for details

d. Road Test*

The driver's attitude and ability to drive safely and correctly according to recognised defensive driving methods, complying with road rules and fuel-efficient driving.

Refer section 11 for details.

***This element will only be completed in the final.**

5. POINTS

Points for the various tests will be allocated as follows:

- Track Test = 300 Points
- Road Test = 100 Points
- Theory Test = 100 Points (30 questions)
- Pre-trip Inspection = 100 Points

Total Points = 600

- The judges will take the prescribed measurement(s) as quickly as possible with the necessary accuracy.
- When the measurement has been completed, the judges shall signal the contestant to proceed.
- Stop watches shall be stopped when the contestant gives a short blast on the horn and shall be restarted as soon as the vehicle starts moving again.
- Each test has a value of 50 points. Whenever a contestant loses 50 points in any test, through accumulated penalties or otherwise, he shall be instructed, either verbally or by means of a signal, to proceed to the next test.
- If any part of a vehicle moves over a barrier or through it's opening, it will be regarded as having touched the barrier.

7.9 Any external assistance, according to the judge, to a competitor during the Competition will be penalised 50 points. Gross external assistance can result in disqualification.

7.10 The maximum time allowed for Rigid vehicles is 6 minutes plus 4 minutes overtime.
The maximum time allowed for Articulated and Truck & Trailer vehicles is 10 Minutes plus 4 minutes overtime. For every minute over 10 minutes and up to the 4 minutes 10 points will be deducted.

Exceeding these periods, the competitor will not be allowed to continue. The competitor will however be credited with the points accumulated up to such time.

7.11 In the case of a draw, the marks and times of the track test will decide the winner.

8. DEFINITIONS

It is essential that the following aspects are clearly understood:

An unauthorised stop is defined as follows:

- When a contestant who is moving his vehicle in a specific direction brings such vehicle to a standstill and then proceeds in the same direction.

A realignment of a vehicle is defined as follows:

- When a contestant brings his vehicle to a stop, changes to the opposite direction and stops again in order to move in the original direction (i.e. two stops plus a change of direction). 5 points would be deducted for each realignment

For example, the contestant approaches the Serpentine, negotiates the first drum and realises that he will not be able to move around the second drum without striking it. As a result, he stops his vehicle, changes direction, stops, and again moves in the original direction in order to negotiate the second drum without striking it.

9. GENERAL SAFETY RULES

9.1 Competitors

The number one priority throughout the Championship is to ensure the absolute safety, security and wellbeing of everyone attending the event. This includes guests, organising officials and support personnel as well as competitors. In this respect, the organisers request that everyone complies with safety instructions, notices and guidance provided by officials.

9.2. Drivers are expected to perform in a professional manner throughout the competition with due regard for their own safety and the safety of others. In this respect competitors will respect the rules & regulations set by the organisers, which are designed to ensure the safety of all. Driver compliance with basic safety and behavioral rules will be observed during the competition and judged accordingly.

9.3. Drivers and other vehicle occupants will comply with the following throughout the competition.

9.3.1 **Seatbelts:**

Seatbelts will always be worn when a vehicle is in motion. Failure to comply will result in instant disqualification from the entire competition.

9.3.2 **Getting out of a vehicle cab:**

Getting in and out of a vehicle cab – drivers will exit the vehicle using the appropriate handholds and footholds using three points of contact with their back to the roadside and without jumping.

9.3.3 **PPE:**

Wear appropriate safety clothing/personal protective equipment for both the heats on Friday and if you make the finals on Saturday.

Safety shoes are always to be worn during practical Tests. All Entrants will be required to bring their own footwear with them.

Clothing all competitors must wear high visibility tops when competing

Note: Failure to comply with safety rules will be treated seriously and could result in disqualification from the competition.

10. THE CHALLENGES

TRACK TEST – CLASS 5

10.1 SERPENTINE:

Aim:

To test the Driver's ability to manoeuvre his vehicle backwards and forwards through confined spaces. The tests simulate conditions which may be encountered when disabled or wrecked vehicles block the road surface, in negotiating detours, in heavy traffic or similar situations.

Challenge:

The driver is required to drive in a figure-of-eight pattern around a line of obstacles set in the middle of a marked street. The driver shall maintain continuous movement forward and backward, the only authorised stops being those required to change direction to complete the test. The prescribed sequence for negotiating the obstacles, and the locations at which authorised stops may be made, will be explained to the drivers in advance.

Scoring:

- A maximum of 50 points.

Penalties:

- **5 points shall be deducted for;**
 - a stop or realignment.
 - crossing at the first street boundaries.
- **10 points shall be deducted for;**
 - striking an obstacle (drum).
 - not taking the vehicle's full length past the last obstacle in either the forward or the backward movement.
- **40 points shall be deducted if;**
 - obstacles are passed on the wrong side.
 - any one of the three obstacles (drums) is moved more than 150mm from its original position.

10.2 OFFSET ALLEY

Aim:

To test the Driver's ability to steer, to judge distances at all points on his vehicle, and to control speed properly while maneuvering in a continuous forward motion through a confined space, simulating the avoidance of parked vehicles or maneuvering through narrow alleys.

Challenge:

The driver shall move his vehicle through one set of barriers, turn left or right and proceed through a second set of barriers without stopping or touching any of the barriers.

Scoring:

- A maximum of 50 points.

Penalties:

- **5 points shall be deducted for;**
 - each time the driver stops or realigns.
- **10 points shall be deducted for;**
 - each time the driver strikes an obstacle.
- **40 points shall be deducted if;**
 - any one of the four obstacles moved more than 150mm from its original position.

10.3 STRAIGHT LINE

Aim:

To test the ability of the driver to judge the position of the left wheels of the vehicle accurately and hold the vehicle in a straight line.

It simulates conditions in which a driver must keep to the left as possible in narrow streets and judge the distance from the pavement or the shoulder of the road.

Challenge:

The driver shall make a continuous movement approaching the test and shall keep all the left-hand wheels within the path made by the markers (tennis balls or similar) without striking the markers or stopping.

Scoring:

- A maximum of 50 points

Penalties:

- **10 points will be deducted for;**
 - every marker struck.
- **40 points will be deducted if;**
 - if the driver passes completely on the left- or right-hand side of the markers with their wheels.

10.4 ALLEY PARKING

Aim:

To test the driver's ability to back his vehicle into a narrow space and to stop with the rear of the vehicle as close as possible to the rear limits of the space, under conditions simulating backing against a platform between two vehicles.

Challenge:

The driver is required to drive forward past the entrance to the simulated alley, to position the vehicle in the street and then to reverse into the alley, stopping with the rear of the vehicle less than 1000mm from the rear of the alley. Every driver is permitted to realign or stop once when entering for the purpose of parking in the alley, without penalties being deducted.

Scoring:

- A maximum of 50 points.
The contestant's final score is determined by his parked position for which he receives a specific score from which any appropriate penalties are deducted.

Method of measuring:

If the rear of the vehicle makes a straight line, free of projections, measures the distance from the back of the alley to the centre of the rear vehicle.

If there are projections such as bumpers, ladders, etc. competitors will be informed beforehand as to where measurements will be taken from

<u>Distance from centre.</u>	<u>Score.</u>
1 – 100mm	– 0 points
101 – 200mm	– 5 points
201 – 300mm	– 10 points
301 – 400mm	– 15 points
401 – 500mm	– 20 points
501 – 600mm	– 25 points
601- 1000mm	– 30 points
Over 1001mm	– 40 points

Penalties:

- **10 points will be deducted for;**
 - striking the barriers of the obstacle.
 - an unauthorised stop or alignment.
- **20 points will be deducted for;**
 - reversing past the opening.
- **40 points will be deducted if;**
 - the vehicle strikes the rear boundary of the alley.

10.5. TARGET:

Aim:

To test the driver's ability to judge the position of his front bumper in relation to an object. The exercise simulates conditions under which the centre of the vehicle's front must be estimated.

Challenge:

The driver shall approach the target moving forward and maintaining a normal driving position. He may change his speed as required, but he can make only one stop and he must then hold his vehicle in that position until measured.

Scoring:

- A maximum of 50 points.
The driver's final score is determined by the position in which he has stopped.

Method of measuring:

The position of the plumb line (or similar) shall determine the score.

<u>Distance from centre.</u>	<u>Score.</u>
1 – 100mm	– 0 points
101 – 200mm	– 5 points
201 – 300mm	– 10 points
301 – 400mm	– 15 points
401 – 500mm	– 20 points
Over 500mm	– 40 points

Penalties:

- **10 points shall be deducted for;**
 - a stop or realignment.
- **40 points shall be deducted if;**
 - the plumb line (or similar) hangs outside the circle.
 - the vehicle moves or is realigned while measurements are being taken.

10.6. STOP LINE

Aim:

To test the driver's ability to judge the position of their front bumper in relation to a fixed line. This exercise simulates the conditions to move forward as far as possible in a confined space without touching a stationary object.

Challenge:

The driver shall approach the line moving forward and maintaining a normal driving position. The driver may control his speed as required but is only

allowed to make only one stop and then must the vehicle in that position until required.

Scoring:

- A maximum of 50 points.
The driver's final score is determined by the position in which he has stopped.

Method of measuring:

Measurement shall be made from the near edge of the stop line to the closest point on the front of the vehicle

<u>Distance from centre.</u>	<u>Score.</u>
1 – 100mm	– 0 points
101 – 200mm	– 5 points
201 – 300mm	– 10 points
301 – 400mm	– 15 points
401 – 500mm	– 20 points
Over 500mm	– 40 points

Penalties:

- **10 points will be deducted for;**
 - an unauthorised stop or realignment.
- **40 points will be deducted if;**
 - the vehicle moves or is realigned while measurements are being taken.
 - any portion of the front bumper or any part of the vehicle is on or over the nearest (inner) edge of the stop line

THE CHALLENGES – CLASS 2 (specific)

As per the Class 5 tests except for the Alley Park which is changed to;

10.7. PARALLEL PARKING

Aim:

To test the driver's ability to park parallel to a simulated kerb.

Challenge:

The driver shall reverse into a parking space and park parallel to the simulated kerb. Each driver is permitted to realign or stop once while parking, without a penalty being deducted. (NB: Any change of direction within a parking space in order to reach a final parked position shall be regarded as realignment). The tread of any left hand tyre nearest to the kerb and in contact with the road surface may not be further than 1m from the kerb.

Scoring:

- A maximum of 50 points. The driver's final score is determined based on his parked position, for which he obtains a specific score from which any appropriate penalties are deducted.

Method of measuring:

The score is determined by measuring the distance from the kerb to the centre of the vehicle's front or rear wheel on the kerb side, whichever is the furthest from the kerb. The two points from which the measurement is taken, are as follows:

Rear: Directly opposite the centre of the rear wheel

Front: Directly opposite the centre of the front wheel. The distance furthest from the kerb is the final parked position from which the score is determined. The test is complete when the measurements have been taken.

<u>Distance from centre.</u>	<u>Score.</u>
1 – 100mm	– 0 points
101 – 200mm	– 5 points
201 – 300mm	– 10 points
301 – 400mm	– 15 points
401 – 500mm	– 20 points
501 – 600mm	– 25 points
601- 1000mm	– 30 points
Over 1001mm	– 40 points

Penalties:

- **5 points shall be deducted for;**
 - an unauthorised stop or realignment.
- **40 points shall be deducted if:**
 - any wheel touches the kerb;
 - the obstacles are struck when entering;
 - the tread of any left-hand tyre nearest the kerb and in contact with the road surface is further than 1m from the kerb.

11. ROAD TEST: FOR THE FINAL'S ONLY**Aim:**

The driver's attitude and ability to drive safely and correctly within the law and using recognised defensive driving methods.

As well as the correct operation of the vehicle, this test will also measure fuel economy.

During the road test the driver is judged on the following:

- the way in which the driver familiarizes them self with the vehicle;
- their ability to handle the vehicle smoothly and correctly;
- the thoroughness of their observation and forward planning
- their regard of and compliance with the rules of the road as revealed by their use of his vehicle's aids such as indicators and rear-view mirrors and
- their regard for their own as well as the safety of other road users

Immediate disqualification from further participation in the competition will result in the following cases:

- any act through which, in the opinion of the examiners, damage to property or injury to persons could be caused;
- involvement in any collision which the competitor could have prevented during the road test;
- ignoring of road signs;
- contravention of any important rules of the road;
- reckless or negligent driving, and/or
- incompetent handling of the vehicle
- gross external assistance

Procedure:

The driver is required to drive on a pre-set route, obeying all road rules. Details/instructions in terms of direction of route will be provided to the driver by the judge in advance of the test. Particular attention will need to be focused on an economical driving style as the score will be based largely on the quantity of fuel used.

Scoring:

- A maximum of 50 points.
The drivers score is determined by the fuel used less penalties for being in breach of any road regulations.

Penalties:

- 5 points deducted if vehicle is not brought to a full stop, handbrake applied, neutral selected, prior to switching off the ignition.
- 10 points will be deducted for each instance where the vehicle is allowed to free wheel.
- 10 points will be deducted for failing to stop at a stop sign.
- 10 points will be deducted for disobeying any traffic signs or signal.
- 10 points will be deducted if the driver displayed poor clutch/gear control.
- 20 points will be deducted if the driver stalls, moves in fits & starts.
- 30 points will be deducted if the driver fails to scan the road for hazards.
- 40 points will be deducted for poor following distances

12. THEORY TEST:

Aim:

A test will be conducted to test the driver's knowledge of the rules of the road and of road signs and will also include class of truck specific. i.e. Class 2 or 5.

Procedure:

35 multiple choice questions online test.

Scoring:

- A maximum of 175 points can be scored.
 - Each question has a value of 5 points.

Note: There will be no theory element for the finals.

13. PRE-TRIP INSPECTION TEST:**Aim:**

The test consists of a physical check and inspection of the vehicle to test the driver's knowledge regarding road worthiness and safety and simulates the daily vehicle inspection. The test will require the driver to complete within a specified time period.

Procedure:

There will be 4 faults which will need to be identified by the driver through inspection of a specific vehicle and brought to the attention of the judge who will adjudicate and advise the driver if the fault being identified is valid. The inspection will need to be carried out in a logical sequence with minimal backtracking.

Scoring:

A maximum of 50 points can be scored. 10 points for each fault and 10 points for the sequence used.

14. JUDGES:

- 14.1 Independent Judges will be appointed by the Organising Committee.
- 14.2 Under no circumstances may Competitors enter a dispute or argument with any Judge.
- 14.3 All disputes will need to be directed to a member of the Disputes Panel immediately after the test in which the dispute arose to ensure that an immediate investigation can be commenced, or steps taken to remedy the matter.

15. DISPUTES AND DISCIPLINARY PANEL:

- 15.1 The Panel will consist of members of TR Driver Training who will be responsible for addressing/hearing all disputes and disciplinary issues that may arise.
- 15.2 The Competitor will be permitted to attend the hearing which, if because of the nature or technicality of the issue, may need to be heard after completion of the Competition, but prior to leaving the Venue.
- 15.3 Decisions arrived by the Panel will be final.