LOG TRANSPORT SAFETY COUNCIL

A PATHWAY TO SUCCESS

Log Transport Safety Council Driver Evaluation

Bronze

Silver

Gold

Platinum

This book belongs to

Name: .....

Contact phone: .....

Driver Evaluation
For

Company

Location/Depot

Driver Details

Name;	
Driver Licence#;	Expiry Date;
Classes / Endorsements;	

Vehicle Details

Vehicle Make/Model;	Year;
Configuration;	
R.U.L Weight;	Eval. Weight;
HPMV; Yes / No	HPMV Type;
Engine;	Transmission;
Brake System;	Auxiliary Brake;

Evaluation Details

Date;	Weather;
Start Time;	Finish Time;
Start Km's	Finish Km's
Crew;	Load;
Location;	Destination;
Route;	

Trainer/Assessor Name;

Contact Phone Number

POINTS TO NOTE

1. This evaluation was conducted under the conditions stated on the opening page of this report and all comments and results are based on performance under those conditions.

2. The evaluation recognises performance by an individual driver and identifies, for the company, potential loss and/or risk factors which are colour coded green, amber and red.

3. The section columns indicate the following:

   GREEN - Segment skill and/or knowledge demonstrated consistently in all assessment conditions and with little, or no, potential for risk or loss.

   AMBER - Segment skill and/or knowledge demonstrated but consistency yet to be achieved to maximise operational economies.

   RED - Segment skill and/or knowledge <u>not</u> demonstrated to a satisfactory standard a loss and/or risk potential exists.

4. To achieve the required standard for a "Standard Met" outcome there must be no red sections present in the report.
5. Where there are multiple Amber boxes in one section, the trainer/assessor must decide if the issues are critical for a "Standard Not Met" outcome.

The Log Transport Safety Council (LTSC) wish to acknowledge the generosity of Roadtrain (NZ) 2000 Ltd. for allowing the use and modification this report format.

1. Vehicle Inspection, Start Up & Shut Down				
1.1	Checks vehicle posture on approach			
1.2	Checks fuel, oil, coolant and other appropriate fluid levels			
1.3	Starts engine according to manufacturer's recommendations			
1.4	Windscreen, wipers, washers are checked			
1.5	Lights and indicators are checked			
1.6	Tyres checked for inflation and damage *(including trailer if up)*			
1.7	Wheels checked for security *(including trailer if up)*			
1.8	Checks trailer couplings and connections *(if applicable)*			
1.9	Checks load security *(if loaded)* or trailer securing chains are attached			
1.10	Vehicle is parked safely with neutral selected and park brake applied			
1.11	Engine run down period appropriate prior to shutdown			
1.12	Driver dismounts vehicle in safe manner *(3 points of contact)*			
Comments				

Standard Met	

2. Clutch, Transmission, Driveline			
2.1 Engages clutch smoothly			
2.2 Utilises clutch/countershaft brake correctly *(where applicable)*			
2.3 Does not ride clutch or use as brake when stationary			
2.4 Does not double clutch a synchromesh transmission			
2.5 Double clutches with a non-synchromesh transmission			
2.6 Suitable gear selected to move off			
2.7 Unrushed shifting style demonstrated			
2.8 Gears not forced through gate			
2.9 Correct gear selected BEFORE commencing descent or correct gear selected safely during descent			
2.10 Gear shifts kept to a minimum			
2.11 Does not rest left hand on gear lever			
2.12 Avoids unnecessary downshifting prior to stopping			
2.13 Range change/splitter buttons used correctly			
2.14 "Mystery" gear not used on non-synchromesh transmissions			
2.15 Traction control systems and Central Tyre Inflation (C.T.I) systems used according to manufacturer's recommendations			
2.16 Differential locks engaged according to manufacturers recommendations and before vehicle loses traction			
Comments			

Automated Transmission			
2.1 Engages clutch smoothly *(where applicable)*			
2.2 Does not ride clutch or use as brake when stationary *(if applicable)*			
2.3 Suitable gear selected to move off			
2.4 Automated transmissions used in accordance with manufacturers recommendations			
2.5 "Manual" mode of automated transmission used in off-highway driving			
2.6 Traction control systems and Central Tyre Inflation (C.T.I) systems used according to manufacturer's recommendations			
2.7 Differential locks engaged according to manufacturers recommendations and before vehicle loses traction			
Comments			

Standard Met	

3. Fuel Economy				
3.1	Applies progressive shifting techniques			
3.2	Vehicle is not left to idle for more than 5 minutes			
3.3	Maintains engine rpm in recommended ranges during hill climbs			
3.4	Maintains engine rpm in recommended ranges during city/urban/metropolitan driving			
3.5	Uses cruise control where appropriate			
3.6	Avoids excessive vehicle speeds			
3.7	"Reads the road" to ensure correct speeds and gear selections are maintained			
Comments				

Standard Met	

4. Braking, Steering, Vehicle Control				
4.1	Smooth progressive braking used in general driving			
4.2	Brakes used correctly during descents to compliment transmission and auxiliary brake			
4.3	Park brake always applied when driver leaves cab of vehicle			
4.4	Auxiliary brake is used in manufacturers rev range during steep descents			
4.5	Avoids unnecessary use of auxiliary brake in general driving			
4.6	Auxiliary brakes not used in urban/city/residential areas or where prohibitions exist			
4.7	Two handed steering maintained			
4.8	Smooth, progressive style of steering used in all situations			
4.9	Vehicle speeds are appropriate at all times for the driving conditions and vehicle configuration			
Comments				

Standard Met	

5. Observation, Driver Courteousy				
5.1	Identifies all potential hazards early and reacts in an appropriate manner			
5.2	Meets all obligations in regards to road signs and markings			
5.3	Applies correct following distances			
5.4	Makes adequate use of rear vision mirrors in all driving conditions			
5.5	Overtaking manoeuvres are conducted safely with regard to other road users			
5.6	Takes steps to allow following traffic past when safe to do so			
5.7	Demonstrates courteousy toward other road users			
5.8	Cell phones and communications equipment used safely and at appropriate times			
Comments				

Standard Met	

6. Intersections, Corners, Roundabouts, Lane Use				
6.1	Vehicle is driven within lane *(does not cut corners)*			
6.2	Keeps left, where appropriate, on multiple laned roads			
6.3	All intersection and lane markings and signs are observed			
6.4	Give way rule is applied correctly at intersections and roundabouts			
6.5	The System of Vehicle control is applied consistently through intersections and roundabouts			
6.6	Demonstrates ability to anticipate traffic lights and traffic flow			
6.7	Speeds are appropriate for the vehicle and driving conditions and would allow driver to stop safely in an emergency			
6.8	Determines safe cornering speeds through use of advisory signs and with consideration to driving and vehicle conditions			
6.9	Correct cornering technique is used			
6.10	Correct cornering line is used			
6.11	Remains within correct lane when cornering *(does not cut corners)*			
6.12	All cornering is completed safely			
Comments				

Standard Met	

7. Off-Highway Driving				
7.1	Transition from seal to unsealed road is smooth			
7.2	Uses correct lines appropriate to road conditions			
7.3	Minimises the effect of road camber when ascending grades			
7.4	Speed appropriate for road conditions and vehicle configuration with forest owner speed not exceeded			
7.5	All passing manoeuvres completed safely			
Comments				

Standard Met	

8. Reversing, Manoeuvring				
8.1	Checks confined manoeuvring areas by foot, if necessary, and identifies all potential hazards			
8.2	Selects suitable low gear for manoeuvre			
8.3	Remains seated and makes effective use of rear view mirrors			
8.4	All reversing and low speed manoeuvring completed safely			
Comments				

Standard Met	

9. Legal Compliance			
9.1 All vehicle documentation is present and valid *(not expired)*			
9.2 Logbook compiled correctly and "Work Time Rule" complied with			
9.3 Drivers licence carried in vehicle, current and appropriate class held for vehicle being driven			
9.4 Seatbelts, where fitted, are utilised			
9.5 Headlights switched on as required by law *(100m minimum visibility)*			
9.6 Indicators used to signal intent to turn, change direction, change lanes, merge, overtake or pull over/out			
9.10 Load is secured in accordance with LTSC/legal requirements			
9.11 All HPMV/50Max requirements met and complied with			
Comments			

Standard Met	

10. Coupling, Uncoupling, Trailer Up			
COUPLING			
10.1 Trailer securing chains are undone prior to lifting trailer			
10.2 Trailer is lifted safely clear of truck			
10.3 Checks that "ring feeder" / jaws are open and drawbar / trailer is at correct height			
10.4 Trailer hooked up safely			
10.5 Conducts visual check to ensure pin is down / jaws are closed and locked			
10.6 Secures landing legs / drawbar stand and connects all air and electrical lines and hoses			
UNCOUPLING			
10.7 Vehicle positioned correctly for lifting onto truck			
10.8 Applies park brake			
10.9 Disconnects and secures all air and electrical lines			
10.10 Lowers landing legs / drawbar stand			
10.11 Disconnects coupling			
10.12 Trailer lifted and placed onto back of truck safely and correctly			
10.13 Trailer securing chains positioned correctly			
10.14 Lifting equipment restored to starting position *(gantry operation)*			
Comments			

Standard Met	

11. Loading / Unloading			
LOADING			
11.1 Stops at sign or site entry			
11.2 Enters site when requested by loader operator			
11.3 Turns and positions vehicle correctly for loading			
11.4 Unloads and connects trailer *(as per section 10)*			
11.5 Unit configured correctly and safely with brakes set accordingly for on-board scales			
11.6 Stays in "safe zone" while loading			
11.7 Loads according to LTSC guidelines			
11.8 Checks load before moving vehicle *(dimensions, weight & crowning)*			
11.9 Moves vehicle not more than 100 metres to secure load			
11.10 Secures load in accordance with LTSC / forest owner standards			
11.12 Wears correct P.P.E at all times			
11.13 Vehicle decks cleaned off before leaving site			
11.14 Radio call BEFORE leaving site *(where applicable)*			
11.15 Stops and checks load / vehicle before entering public highway			
UNLOADING			
11.16 Load is weighed at appropriate facility			
11.17 Stops at sign or site entry			
11.18 Removes chains in unchaining area			
11.19 Enters unloading site when requested by loader operator			
11.20 Positions vehicle safely and correctly for unloading			
11.21 Remains in safe zone while unloading			
11.22 Vehicle readied for "trailer up" *(bolsters re-positioned folded down etc.)*			
11.23 Trailer positioned on back of truck safely *(as per section 10)*			
11.24 Wears correct P.P.E at all times			
11.25 Follows all site rules			
11.26 Vehicle tared out *(where applicable)*			
11.27 Exits site safely			
Comments			

Standard Met	

Summary Comments

Overall Standard Met	

Trainer / Assessor:

Signature: _____

Date:

LTSC Approved Assessor
Trainee Checklist

Trainee Name	***Trainee Company***

☐ Company is financial member of LTSC

Time served relevant to level being achieved

✓level	***Level***	***Months/Years***
	Bronze	
	Silver	
	Gold	
	Platinum	

Evidence collected for Level:

☐ Letter of Attestation from current employer *(on company letterhead)*

☐ Letter of Attestation from previous employer *(if required)*

☐ Copy of Trainee "Record of Achievement"

☐ Copy of National Certificate
OR
☐ Copy of Unit Standards completion certificate (where a Nat. Cert. is not held e.g. Bronze)

I, *LTSC Approved Assessor*, verify that *Trainee Name* has met all the requirements to achieve the LTSC Pathway program level stated above and has successfully completed an assessment drive on (*Date*)

Trainee Name can now be awarded this level.

Signed by LTSC Approved Assessor:

_____ Date: _____

LTSC
Assessor
Stamp