NEIL CODD

LGV & HGV specialist

Category C & C+E

Scania R420 Opticruise

(semi automatic)

Pass in this Opticruise and you will gain a FULL manual licence

## DSA Registered Instructor

## No 000642

# Established 1985

 

R.T.I.T.B. approved

### NVQ for LGV Instruction

C.P.C National and International Certificate

Full sized, well maintained, modern vehicles

**How do I go about getting a Provisional Licence?**

**From the age of 18 (You can drive Full size Rigid or Artic)**

**(CI (7.5t) or C (HGV2.3)**

* You need to have a medical with your GP using form D4 (enclosed). Your GP will charge you for doing this.
* You will need a photo card licence. If you do not have one complete form D2. Enclose a photograph and take it to your Post Office or send it off to the D.V.L.A. (We advise you to use Recorded Post)

**What next?**

* When you have your provisional licence it is possible to book your theory test and arrange your Assessment. A theory book and CD Rom are available on loan on a returnable deposit basis, however if you choose to buy your own ensure that it is the latest edition. To book your test using your credit card telephone 03002001122 (menu). Alternatively we can make this booking for you.
* Drivers CPC is now in broken down into 4 modules. This is unless you have **acquired** rights. Or are exempt (Not for hire or reward).
* Module 1 Theory and Hazard Perception.
* Module 2 Case study question and answer based on working environment.
* Module 3 The practical driving test.
* Module 4 Practical demonstration & associated knowledge.
* Training. You can start training before you pass your theory test, however you will not be able to take the LGV test until you have successfully passed your Theory test & Hazard Perception.
* We usually book your LGV test for you in order that it is fully integrated with your training course.
* In the case where you are upgrading from a category C (HGV class 2-3) to C&E (HGV class 1), no theory test has to be taken and you will just need an assessment.

#### Your Assessment

The assessment starts off with a basic introduction to the cab and controls followed by a demonstration drive with commentary. You will then drive, usually off the road to get accustomed to the gears, brakes, size of the vehicle etc., before we go onto the road where basic instruction starts such as the use of indicators, gear changes, braking, mirror observation, road positioning and awareness of other road users. We will do right and left turns and negotiate some roundabouts.

The assessment route is usually between 7 and 10 miles depending on your ability and experience.

**Your Training Course.**

Your course will include an introduction to the vehicle; what checks a driver should make before starting a journey; the cab and controls and then onto the road. After that there will be intensive training on general driving, gear changing, mirrors observation, use of indicators and road positioning, awareness of other road users and the types of road and junctions you will encounter.

For Category C & E (HGV Class 1) you will be shown how to un-couple and re-couple as well as what checks should be made on a trailer be it your own or an unknown one.

**Test/Other Fees**

Medical (Check with GP) £70.00 - £100.00

Provisional Driving Licence Free

Module 1; Theory Test (same day result)

Now two parts Multi Questions (100) £26.00

Hazard Perception Test £11.00

**MUST PASS BOTH PARTS BEFORE BOOKING DRIVING TEST.**

Module 2; Case study £23.00

Module 3; L.G.V. Test Fee £115.00 (weekday)

 £141.00 (Saturday)

Module 4: ½ hour practical test £55.00

**Training Fees**

All Courses include hire of the Reversing Area.

There are no “hidden” extras.

Whilst we do not offer Finance schemes as we find these work out more expensive for the trainee than most high street banks (who often loan funds for training purposes), we are happy to assist you in any funding applications you may require.

Course Training Cost;

Category ‘C’ Training spread over 5days from £990.00

Category ‘CE’ Training spread over 4 days from £990.00

Module 4 £140.00

Ad-hoc hourly rates: Category CI = £50.00 Category C, C&E = £ 55.00

All prices exclude relevant test fees listed above.

ALL TRAINING SUBJECT AN ASSESSMENT. Assessment Fee £40.00

Assessment fee deducted when training booked.

**About the modules; 1, 2 & 4**

 Same Day result

 Module 1 Muti choice Question & Hazard Perception

You will be given 100 questions and minimum of 85 to pass.

 (Book or DVD Cd rom available on returnable deposit basis)

There is also a Hazard Perception Test where you will have to score at least 67 points out of a possible 100. There are 19 hazard perception clips. (CD Rom available on returnable deposit basis)

 Module 2 Case Study. Each test will consist of 7 case studies.

 You will be asked 6 – 8 questions per case study.

 Module 4 Practical demonstration test lasting 30 minutes.

Demonstrating the use of various load restraining devices. And pre-driving checks finding hidden contraband or stowaways. There are 5 subject areas. The pass mark for Module 4 is 80%! However you must get at least 75% in each subject area to ensure success.

**Note!**

 Module 1 must be done before Module 3 (The practical driving test)

 Module 2 must be done before Module 4. Module 3 & 4 can be done in either order.

Once you have passed all 4 modules you will be awarded a Driver CPC qualification.

This is valid for 5 years. You must then complete 35 hours periodic training within that 5 years and every five years thereafter.

**Module 3 your Practical Test.**

1. You have to do a reversing exercise which is conducted off road at the Test Centre. (We hire a reversing area that is correctly marked out and not simply waste ground. Plus we work with an accurate height barrier and cones and poles etc).
2. There is a controlled brake exercise, which is conducted at the Test Centre.
3. Moving off – up hill, down hill and on the level.

Before you move off, check to the front and to the rear both on the off side and near side to ensure that it is safe to move away and, if necessary, give the appropriate signal in plenty of time.

Smooth co-ordination in the use of the accelerator, clutch and handbrake is very important in getting a large goods vehicle on the move. You must avoid using excessive engine revolutions or needless clutch slipping.

1. Proper use of mirrors.
2. Signals.
3. Right and left turns and negotiating roundabouts.
4. On the trailer test C & E (Class One) un-coupling and re-coupling is conducted at the end of the test.

You, as a trainee, can only make up to 15 minor mistakes on your test. 16 and you fail.

The test is approximately 1 hour covering up to 20 miles on the road.

 **Why Choose Neil Codd for your Training?**

Those who can do….. Those who can’t teach? Well that’s not me!

Having run my own lorry for Hire & Reward including continental for a while I have been where you are going to be…. In the real world.

I ran lorries for a number of years and moved into Driver Training in 1985 when two people who worked for me needed a C+E licence (HGV class 1) and just could not find a training provider who offered the right training at a realistic price. I trained up both of them successfully and the rest as they say is history.

In 1985 I attended the RTITB (The only recognised body to Road Transport) and also did the re registration courses as and when they were due.

Since then the DSA have started their voluntary registration which I joined when launched. In January 2004 I re-sat & again passed the LGV Instructors Course for the third time running including the new Theory Test and the Hazard Perception. So I know from personal experience what you will be expected to do.

I am one of only a handful of instructors in the area who are fully qualified. Not many people realise that, unlike Car instructors, HGV trainers do not have to be qualified to teach you.

In over 20 years of training I have built up a firm Customer base with many Companies having been with me since 1985. There are two agencies who take newly qualified drivers from me on a regular basis.

I believe that during training it is important to be on the road as much as possible. I don’t have any Classrooms or spend time in Cafés or parked in Lay-By’s. All my training is in the Cab, the majority of the time with the wheels moving and you at the controls. After all that’s what you are paying for.

**In these hard times a few things you need to think about when choosing your trainer:**

1. Is the training provider qualified?

*Anyone with a lorry licence can set themselves up as a trainer – they don’t have to have instructor training or even any driving experience! Always ask for their trainer number ad check it on the DSA website.*

1. How many years have they been established!

*Like any other industry ours has its “fly by nights” that setup one company after another.... that won’t help you if you have paid for a course with a defunct company.*

1. It would be wise to have an assessment before signing up!

*Learning to drive HGV is an intensive process and it is important that you get to meet with your instructor and get a feel for the vehicle you will be training in before you commit yourself to anything*. *Don’t just hand over your hard earned money and attend training blind!*

1. Don’t just go with the trainer that quotes you the least hours!

*It may be an expensive way to boost your ego! A typical retest costs about £300, so it can often be a false economy. A good trainer will give you a realistic estimate and be prepared to adjust it as necessary depending on how your training progresses.* *This is a common trick employed to keep you needing retests! Costly in time and money.*

1. Make sure you know how many hours you are paying for!

*Check how many* ***Driving*** *hours you will be doing. Not spent parked up or with other trainees on board. You should only be paying for your training time.*

1. Make sure there NO hidden costs on top of the price quoted!

*Eg; Hire of reversing area or hire of vehicle for the driving test. Quite a few trainees complain that they have done training over a week or two then been hit with fee for the vehicle hire! A training price should include all the incidentals.*

1. Have a start date and a test date to work to! *Some trainers book tests as they need them. Get a confirmed test date before you start. This can also mean a long wait for retests and the longer the delay… the more training time you will need to re-familiarise yourself with the vehicle.. the more cost involved.*