



Australian Government

TLIC4070 Tow a disabled heavy vehicle

Release: 1

TLIC4070 Tow a disabled heavy vehicle

Modification History

Release 1. This is the first release of this unit of competency in the TLI Transport and Logistics Training Package.

Application

This unit involves the skills and knowledge required to hook-up and unhook a damaged or disabled heavy vehicle.

It includes preparing and responding to a call, implementing road safety procedures to commence hook-up, hooking up disabled vehicle, unhooking disabled vehicle and completing towing operations.

This unit applies to those working in the heavy recovery industry. It does not include salvage operations.

No licensing, legislative or certification requirements apply to this unit at the time of publication.

Pre-requisite Unit

Not applicable.

Competency Field

C – Vehicle Operation

Unit Sector

Not applicable.

Elements and Performance Criteria

ELEMENTS

Elements describe the essential outcomes.

1 Prepare and respond to call

PERFORMANCE CRITERIA

Performance criteria describe the performance needed to demonstrate achievement of the element.

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|-----|---|
| 1.1 | Equipment is checked, serviced and made operationally ready for use |
| 1.2 | Tow task information is obtained and type of heavy vehicle |

- and event is determined
- 1.3 Personal protective equipment is selected relevant to nature of towing operation
 - 1.4 Further details of event are received en route
- 2 Implement road safety procedures to commence hook-up**
- 2.1 Disabled vehicle is approached and recovery vehicle is parked in accordance with safe roadside working procedures
 - 2.2 Job hazards are identified and required action is taken to minimise, control or eliminate identified hazards
 - 2.3 Appropriate action is taken to ensure the safety of all disabled vehicle occupants
 - 2.4 Occupants are moved to recovery vehicle safety, away from road and recovery vehicle equipment
 - 2.5 Beacons are placed at immediate approach to breakdown scene
 - 2.6 Authorities are notified if there is likelihood of danger or undue delays
 - 2.7 All movements between vehicles are confined to nearside if possible
- 3 Hook-up disabled vehicle**
- 3.1 Exact nature of problem is correctly diagnosed to decide on correct towing method
 - 3.2 Driver of damaged or disabled heavy vehicle is informed about recovery procedures that will be undertaken
 - 3.3 Recovery vehicle is safely manoeuvred into position to facilitate recovery and to minimise inconvenience to traffic flow
 - 3.4 Towing hook-up procedures are used to connect up disabled vehicle for recovery, ensuring safety standards are adequate for tow weight
 - 3.5 Disabled vehicle brake control system is interconnected so brakes can be operated from recovery vehicle
 - 3.6 Driveline is disconnected in accordance with manufacturer guidelines and secured
 - 3.7 Under lift boom is retracted to shortest position suitable for towing, and lock and check turning clearance

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|-------------------------------------|------|---|
| | 3.8 | Warning lights and signs are attached in accordance with regulatory requirements |
| | 3.9 | Final checks are undertaken and hook-up of disabled vehicle is completed in accordance with organisational and regulatory requirements |
| | 3.10 | Disabled vehicle is safely towed using appropriate defensive driving techniques and procedures |
| 4 Unhook disabled vehicle | 4.1 | Disabled vehicle is safely manoeuvred into position in accordance with job requirements |
| | 4.2 | Disabled vehicle brakes are engaged and vehicle is chocked |
| | 4.3 | Unhook procedures are used correctly to safely disconnect disabled vehicle |
| | 4.4 | Removed driveline components that were disconnected are placed near disabled vehicle |
| | 4.5 | Disabled vehicle is positioned in accordance with organisational and customer requirements |
| 5 Conclude towing operations | 5.1 | Recovery vehicle and equipment are cleaned and serviced in accordance with organisational procedures and manufacturer guidelines, prior to standing down from operation |
| | 5.2 | Operational documentation is completed in accordance with organisational procedures |

Foundation Skills

Foundation skills essential to performance are explicit in the performance criteria of this unit of competency.

Range of Conditions

Range is restricted to essential operating conditions and any other variables essential to the work environment.

Non-essential conditions can be found in the Companion Volume Implementation Guide.

Unit Mapping Information

This unit replaces and is equivalent to TLIC4070A Tow a disabled heavy vehicle.

Links

Companion Volume implementation guides are found in VETNet -

<https://vetnet.gov.au/Pages/TrainingDocs.aspx?q=df441c6e-213d-43e3-874c-0b3f7036d851>

Assessment Requirements for TLIC4070 Tow a disabled heavy vehicle

Modification History

Release 1. This is the first release of this unit of competency in the TLI Transport and Logistics Training Package.

Performance Evidence

Evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria on at least one occasion and include:

- applying precautions and required actions to minimise, control or eliminate identified hazards
- applying signage in accordance with legislative requirements
- checking recovery equipment visually and stowing appropriately
- conducting an equipment check of heavy recovery ancillary equipment
- conforming to industry and work health and safety (WHS)/occupational health and safety (OHS) standards
- driving and operating recovery vehicle in accordance with legislative requirements
- implement contingency plans
- interconnecting brakes and lights from recovery vehicle to disabled vehicle in accordance with legislative requirements
- isolating fault/s to componentry engine, differential, gearbox, chassis
- modifying activities depending on operational contingencies, risk situations and environments
- monitoring and anticipating traffic hazards and taking appropriate action
- operating and adapting to differences in equipment in accordance with operating procedures
- positioning vehicle at an incident correctly
- selecting and using required personal protective equipment including:
 - gloves
 - safety headwear and footwear
 - safety glasses
 - two-way radio
 - protective clothing
 - high visibility clothing
 - eye wash kit
- servicing heavy recovery vehicle equipment in terms of maintenance schedule and standard operating procedures
- using communications equipment in a recovery situation
- working collaboratively with others
- working systematically with required attention to detail without injury to self or others, or

damage to goods or equipment.

Knowledge Evidence

Evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria and include knowledge of:

- applicable state/territory legislative procedures and codes including:
 - environmental protection legislation and regulations
 - fatigue management regulations
 - roads and traffic authority driving regulations and licence or permit requirements for operating heavy vehicles on unsealed roads
 - road rules
 - WHS/OHS legislation
- appropriate hook-up and unhook processes when towing disabled vehicles including:
 - road registered vehicle with a mechanical failure
 - registrable vehicle with a mechanical failure
 - vehicle as described in legislation
- distinguishing features of different types of registrable heavy transport vehicles including:
 - heavy combination
 - heavy rigid
 - light rigid
 - medium rigid
 - multi-combination
 - special circumstance vehicle
- documentation and records including:
 - relevant Australian Standards and certification requirements
 - relevant internal data entry books, including logbooks, data sheets and load sheets
 - transport emergency response plan (TERP)
 - transport regulations as they apply to the enterprise, including local authority regulations and procedures
 - workplace policies and procedures
- major components of modern heavy vehicles, including engine, transmission, differential and braking systems

- manufacturer guidelines for operating towing equipment
- manufacturer guidelines for recovering vehicles and equipment
- procedures for using communications systems effectively
- relevant persons of authority and their roles
- risk assessment procedures to identify hazards and potential hazards
- techniques for driving safely when towing, with regard to mass and dimension, and other road users
- vehicle pre-trip equipment checks and preparation.

Assessment Conditions

As a minimum, assessors must satisfy applicable regulatory requirements, which include requirements in the *Standards for Registered Training Organisations* current at the time of assessment.

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Assessment processes and techniques must be appropriate to the language, literacy and numeracy requirements of the work being performed and the needs of the candidate.

Assessment must ensure access to:

- a recovery vehicle that is consistent with current industry standards for a heavy recovery vehicle
- a vehicle that can be used as a disabled vehicle for the purposes of assessment
- relevant material, tools, equipment and personal protective equipment currently used in industry
- relevant regulatory and equipment documentation that impacts on work activities.

Simulation is not suitable for final assessment of this unit.

Links

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