



# MARTIN LOVELL

## ADI & TRAILER INSTRUCTOR



[www.trailerinstructor.co.uk](http://www.trailerinstructor.co.uk)

### DIA ACCREDITED TRAINING COURSES

### TRAILER TRAINING & PREPARATION FOR THE B+E TEST

Before starting to teach it is necessary to establish the base level of experience and knowledge about trailers and towing. This will ensure that no unnecessary training is given. This will not effect the amount of Part 1 training given which will always be delivered completely. It will however determine the level of training needed for reversing and road driving.

#### Part 1

##### **1. Vehicle.**

What can be towed?  
Are extension mirrors necessary?  
VIN plate  
Drawbar load  
Is a tachograph needed?

##### **2. Trailer.**

How do the brakes work?  
Drawbar height  
Plated weight  
Nose weight  
Load distribution  
Centre of gravity  
Load security  
Trailer security  
Anti-jackknife devices

##### **3. Safety Questions**

These are available on the DSA website here.

[http://www.direct.gov.uk/en/Motoring/DriverLicensing/CaravansTrailersCommercialVehicles/DG\\_4022521?IdcService=GET\\_FILE&dID=168396&Rendition=Web](http://www.direct.gov.uk/en/Motoring/DriverLicensing/CaravansTrailersCommercialVehicles/DG_4022521?IdcService=GET_FILE&dID=168396&Rendition=Web)

The location of the various systems on the vehicle referred to are pointed out at this stage.

#### **4. Coupling drill**

1. Approach the trailer on foot and check that its brake is applied and holding. Then walk round and inspect for damage. (Lights, tyres etc.) Ensure the number plate matches the tow vehicle.
2. Reverse back slowly and carefully onto the trailer.
3. Connect the brake-away cable, if necessary release the brake to adjust the trailer position and re-apply the brake after moving the trailer.
4. Wind down with the jockey wheel to lower the trailer coupling socket onto the vehicle ball-hitch until it locks.
5. Check that it is secure by winding up with the jockey wheel to try to lift the coupling off the ball .
6. Stow away the jockey wheel and lock in place.
7. Connect the light cable.
8. Switch on the vehicle side lights and hazard lights.
9. Check that the bulbs are working on the trailer.
10. Raise the trailer legs (If fitted) and lock in place.
11. Release the trailer brake.
12. Press the vehicle foot-brake and ask if the brake light bulb is working.

#### **5. Uncoupling drill**

1. Select a suitable place to leave an uncoupled trailer.
2. Apply the trailer brake.
3. Lower the jockey wheel and trailer legs (If fitted) and lock in place.
4. Disconnect the light cable.
5. Lift the trailer coupling socket off the vehicle ball-hitch by winding up with the jockey wheel.
6. Test that the trailer brake is holding.
7. Disconnect the brake-away cable.
8. Drive slowly and carefully away from the trailer.

## **Part2**

### **Reversing**

If there is previous experience of reversing with a trailer then it may be possible to move directly onto teaching reversing around obstacles and into confined spaces which comprise the B+E test exercise.

#### **1. Straight line**

Where there is no previous experience it will be necessary to start off teaching to reverse in a straight line.

#### **2. Negotiating Obstacles & Confined Spaces (B+E Test Exercise)**

Once reversing in a straight line correcting the trailers moves to the side is achieved it is time to move on to demonstrating negotiation of obstacles and confined spaces which the B+E test reversing exercise comprises of and teaching that.

It may be necessary to have more than one reversing session before test standard is reached. A break from reversing can be given by practising uncoupling/coupling during a session of reversing.

## **Part3**

### **Road Driving**

Before driving the different speed limits when towing a trailer are explained. Also the lane restrictions imposed on vehicles towing trailers will be pointed out.

All of the skills required to drive safely with a B vehicle need to be reinforced along with the obvious differences driving with a trailer behind the prime mover. Particular attention is given to making allowance for the greater weight and length of the combination. This is particularly relevant when teaching use of the brakes.

Awareness of the effects of side-winds and the air displacement from larger vehicles on the trailer will be taught.

Emphasis has to be placed on the frequent use of the door mirrors to check down the side of the combination and blind spot checks at all times when moving off.