

TRAINING TOOL



# Off-Road Skills Demonstration

DRIVING THE FUTURE



# Off-Road Skills Demonstration

This document is a resource for consistent and objective evaluation of driver competencies. Demonstration and evaluation of the skills contained in this resource establishes or confirms the level of proficiency of an individual. This resource is suitable for use in a training environment to aid in the development of proficiency, and is also suitable for confirmation of skills after training. This resource is also suitable for use in periodic driver evaluation and for remedial purposes. The evaluation criteria are drawn from the relevant competencies of the National Occupational Standard.

## Method

This skills demonstration can be completed in stages spread out over time, or can be completed as a single exercise involving demonstration of all the items in sequence. For each demonstration item the individual will complete the required steps so that the evaluator can observe the work being performed. Direction and coaching are appropriate when this resource is being used in a training or development capacity. The evaluator will observe without providing any direction or coaching when the evaluation is conducted for skills confirmation.

This demonstration includes specific maneuvers and tasks that can be performed in actual workplace settings or on a pre-determined range layout that simulates conditions that are like those of an actual workplace. The purpose of the backing and parking demonstration is to confirm the driver's ability to perceive and control the position and movement of their vehicle in confined spaces

and while travelling in reverse. The main features of proficient performance of these tasks are the knowledge of how to steer correctly, confidence, maintaining the necessary clearance with all obstructions and minimizing the time to complete each maneuver without rushing and without taking any unnecessary risks.

The actual maneuvers that require proficiency will depend on the stage of learning or the expectation of development of the driver's skills. During initial driver training the demonstration maneuvers may be limited and then expand as skill levels develop. For the purposes of challenging the commercial driver licence examination, the driver must be proficient in offset backing (from either side) and parallel parking maneuvers. Additional proficiency can be demonstrated within occupational post-licencing skill development, end of training skills confirmation and for periodic, or remedial purposes.

## Skill Demonstration Items

The demonstration of off-road maneuvers includes the following items:

### Tractor-trailer

1. straight-line backing
2. offset backing
3. alley-dock backing
4. parallel parking
5. coupling a trailer
6. uncoupling a trailer

### Demonstration Environment

Selecting a suitable site for this demonstration is important for consistency and validity of the results. In many cases, an actual workplace setting may be available and may reduce the time needed for any set up. Dimensions are provided for each backing and parking maneuver and must be confirmed before beginning the demonstration.

## Evaluation Elements

The skill level of the driver on each backing and parking maneuver will be judged on the following elements: set up, pull-ups, encroachment, final position and elapsed time. Each maneuver has specific criteria for the number of allowable elements and error scoring. Items that are not scored include allowing the driver to exit the vehicle to check position as often as needed, subject to the elapsed time scoring.

**Set up** – includes the mirror check, getting out and making any mirror adjustment, looking behind the vehicle for clearances, obstructions and hazards before starting to move in reverse, silencing entertainment and communication systems, activating warning flashers and sounding the horn.

**Pull-up** – means any forward movement after beginning travel in reverse. Stopping without pulling forward is not considered a pull-up.

**Encroachment** – means contacting any boundaries or positioning any part of the vehicle outside the boundaries of the space provided for the maneuver. Encroachment is considered equivalent to vehicular contact with any other vehicle, building or fixed obstruction.

**Final position** – means the point where the driver indicates the maneuver to be complete. This will vary from one maneuver to the other and will vary based on the range being used for the skills demonstration.

**Elapsed time** – means the time from start to completion of the maneuver. Since the demonstration is meant to confirm proficiency, an excessive amount of time is indicative of a lack of proficiency. Excessive elapsed time will initially affect the driver's score and will have a maximum time to complete the maneuver.

## Instruction to Driver

Inform the driver that he/she will be observed and evaluated while performing the specific maneuvers that will be part of the off-road skill demonstration. Make the driver aware of the maneuvers that will be assessed during the evaluation.

## Scoring Procedure

Because the off-road skills assessment can be used as a training and development tool for drivers with varying levels of skills, the scoring of the assessment is situation-specific. Companies may opt to set target 'scores' for each classification of driver (e.g. new driver, novice driver, experienced driver) to identify how many errors (major or minor offences) the driver is allotted. To be an effective skills development tool, the off-road skills demonstration should be used as a tool to identify areas that require more training and instruction. This demonstration should be a starting point for further instruction and professional development.

## Legend:

The Errors listed in each competency table have been assigned a 'Major' or 'Minor' rating. 'Major' errors are denoted in **RED**; 'Minor' errors are denoted in **YELLOW**.

# Off-Road Skills Demonstration

## Tractor-Trailer Maneuvers

## 1

## Straight-line backing a tractor-trailer

Maneuver requires the driver to back a vehicle a minimum distance of 30 meters in an “alley” space that is between 3.5 and 3.7 meters wide. The maneuver can also be performed at a loading dock or a parking space with the same dimensions. The range or workplace where the maneuver is demonstrated will determine whether the driver will have the option to drive forward through the space before reversing or aligning in front of it before reversing.

### Demonstration/evaluation steps

Evaluate the driver as he or she demonstrates each sub-task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

Once the vehicle enters or re-enters the space, any forward movement is considered a pull-up. Timing begins at the point the vehicle reverses past the outer alley markers.

### Instruction to driver

Inform the driver that he or she needs to complete a straight-line backing maneuver. Make the driver aware that they will be evaluated on all of the sub-tasks that they learned in training or that should be included each time when they complete this task or maneuver.

### Evaluation Procedure: Straight-line backing with a tractor-trailer

The evaluation criteria for the straight-line backing maneuver are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.

## Task Evaluation 1 – Straight-line backing a tractor-trailer

Driver action	Errors	Minor/Major
<b>SET UP</b>		
Check mirror set up	Fails to check mirror set up	
Position truck to start backing	Fails to get vehicle into a good position to start backing	
Exit the vehicle and check the path	Fails to get out and check path before backing	
Activate warning flashers	Fails to activate flashers	
Silence audio systems	Fails to silence audio system	
Open windows	Fails to open windows	
Sound the horn	Fails to sound horn	
Start moving backwards at a walking pace	Drives backward too quickly or too slowly	
<b>PULL-UP</b>		
Pull up the truck no more than {target value} [ ] to align it during the maneuver	Pulls up more than {target value} [ ] to complete maneuver	
Exit the vehicle and check the path as often as necessary	Fails to get out of vehicle when it is necessary	
Respond to any stop signal from the evaluator	Fails to notice or respond to a signal to stop	
<b>ENCROACHMENT</b>		
Stay entirely within the maneuver space	Any part of the vehicle encroaches on the marked boundary or contacts any object	
<b>FINAL POSITION</b>		
Stop truck movement upon reaching the desired position (exiting the vehicle to check position and moving further backwards is acceptable)	Is too far from stop position or makes harsh contact with a loading dock	
<b>ELAPSED TIME</b>		
Complete the entire backing maneuver in a reasonable period of time (the evaluator will need to determine whether excessive time is due to lack of proficiency {an error} or due to the driver taking extra care {not an error})	Does not have the driving proficiency to complete the maneuver in a reasonable period of time	
Total Minor		
Total Major		

## 2 Offset backing maneuver with a tractor-trailer

**Maneuver space:** This maneuver requires the driver to pull forward out of one space and back into an adjacent space. The maneuver will be from a space that is between 3.5 and 3.7 meters wide, and at least as long as the tractor-trailer, into an adjacent space of the same dimensions. The pull-up space in front of the two spaces described must be at least one and one half time the length of the tractor-trailer. The maneuver can be performed from either side.

### Demonstration/evaluation steps

Evaluate the driver as he or she demonstrates each sub-task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

The maneuver can be done from either side depending on the facility, the driver preference or the range layout.

### Instruction to driver

Inform the driver that he or she needs to complete an offset backing maneuver. Make the driver aware that they will be evaluated on all of the sub-tasks that they learned in training or that should be included each time when they complete this maneuver.

Once the vehicle enters or re-enters the space, any forward movement is considered a pull-up. Timing begins at the point the vehicle reverses past the outer alley markers.

### Evaluation Procedure: Offset backing with a tractor-trailer

The evaluation criteria for the offset backing maneuver are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.



## Task Evaluation 2 – Offset backing a tractor-trailer

Driver action	Errors	Minor/Major
<b>SET UP</b>		
Check mirror set up	Fails to check mirror set up	
Position truck to start backing	Fails to get vehicle into a good position to start backing	
Exit the vehicle and check the path	Fails to get out and check path before backing	
Activate warning flashers	Fails to activate flashers	
Silence audio systems	Fails to silence audio system	
Open windows	Fails to open windows	
Sound the horn	Fails to sound horn	
Start moving backwards at a walking pace	Drives backward too quickly or too slowly	
<b>PULL-UP</b>		
Pull up the truck no more than {target value} to align it during the maneuver	Pulls up more than {target value} to complete maneuver	
Exit the vehicle and check the path as often as necessary	Fails to get out of vehicle when it is necessary	
Respond to any stop signal from the evaluator	Fails to notice or respond to a signal to stop	
<b>ENCROACHMENT</b>		
Stay entirely within the maneuver space	Any part of the vehicle encroaches on the marked boundary or contacts any object	
<b>FINAL POSITION</b>		
Stop truck movement upon reaching the desired position (exiting the vehicle to check position and moving further backwards is acceptable)	Is too far from stop position or makes harsh contact with a loading dock	
<b>ELAPSED TIME</b>		
Complete the entire backing maneuver in a reasonable period (the evaluator will need to determine whether excessive time is due to lack of proficiency {an error} or due to the driver taking extra care {not an error})	Does not have the driving proficiency to complete the maneuver in a reasonable period	
Total Minor		
Total Major		

**3**

## Alley-dock backing with a tractor-trailer

Maneuver space: Maneuver will be into a space that is between 3.5 and 3.7 meters wide, and at least as long as  $\frac{2}{3}$  the length of the tractor-trailer, starting with the vehicle positioned perpendicular to the space and with the front of the tractor directly in front of it. The pull-up space in front of the backing target space must be no deeper than the length of the vehicle. The maneuver can be performed from either side.

### Demonstration/evaluation steps

Evaluate the driver as he or she demonstrates each sub-task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

### Instruction to driver

Inform the driver that he or she needs to complete an alley-dock backing maneuver. Make the driver aware that they will be evaluated on all the sub-tasks that they learned in training or that should be included each time when they complete this task or maneuver.

Once the vehicle enters or re-enters the space, any forward movement is considered a pull-up. Timing begins at the point the vehicle reverses past the outer alley markers.

### Evaluation Procedure: Alley-dock backing with a tractor-trailer

The evaluation criteria for the alley-dock backing maneuver are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.

### Task Evaluation 3 – Alley-dock backing with a tractor-trailer

Driver action	Errors	Minor/Major
<b>SET UP</b>		
Check mirror set up	Fails to check mirror set up	
Position truck to start backing	Fails to get vehicle into a good position to start backing	
Exit the vehicle and check the path	Fails to get out and check path before backing	
Activate warning flashers	Fails to activate flashers	
Silence audio systems	Fails to silence audio system	
Open windows	Fails to open windows	
Sound the horn	Fails to sound horn	
Start moving backwards at a walking pace	Drives backward too quickly or too slowly	
<b>PULL-UP</b>		
Pull up the truck no more than {target value} to align it during the maneuver	Pulls up more than {target value} to complete maneuver	
Exit the vehicle and check the path as often as necessary	Fails to get out of vehicle when it is necessary	
Respond to any stop signal from the evaluator	Fails to notice or respond to a signal to stop	
<b>ENCROACHMENT</b>		
Stay entirely within the maneuver space	Any part of the vehicle encroaches on the marked boundary or contacts any object	
<b>FINAL POSITION</b>		
Stop truck movement upon reaching the desired position (exiting the vehicle to check position and moving further backwards is acceptable)	Is too far from stop position or makes harsh contact with a loading dock	
<b>ELAPSED TIME</b>		
Complete the entire backing maneuver in a reasonable period (the evaluator will need to determine whether excessive time is due to lack of proficiency {an error} or due to the driver taking extra care {not an error})	Does not have the driving proficiency to complete the maneuver in a reasonable period of time	
Total Minor		
Total Major		

## **4** Parallel parking a tractor-trailer

Maneuver space: Maneuver will be into a space that is between 3.5 and 3.7 meters wide, and at least as long as 1.5 times the length of the tractor-trailer. The maneuver can be performed from either side.

### **Demonstration/evaluation steps**

Evaluate the driver as he or she demonstrates each sub-task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

The maneuver can be demonstrated from either side depending on the facility, the driver preference or the range layout.

### **Instruction to driver**

Inform the driver that he or she needs to parallel park their vehicle. Make the driver aware that they will be evaluated on all of the sub-tasks that they learned in training or that should be included each time when they complete this maneuver.

Once the vehicle enters or re-enters the space, any forward movement is considered a pull-up. Timing begins at the point the vehicle reverses past the outer alley markers.

### **Evaluation Procedure: Parallel parking a tractor-trailer**

The evaluation criteria for the parallel parking task are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.

### Task Evaluation 4 – Parallel parking a tractor-trailer

Driver action	Errors	Minor/Major
<b>SET UP</b>		
Check mirror set up	Fails to check mirror set up	
Position truck to start backing	Fails to get vehicle into a good position to start backing	
Exit the vehicle and check the path	Fails to get out and check path before backing	
Activate warning flashers	Fails to activate flashers	
Silence audio systems	Fails to silence audio system	
Open windows	Fails to open windows	
Sound the horn	Fails to sound horn	
Start moving backwards at a walking pace	Drives backward too quickly or too slowly	
<b>PULL-UP</b>		
Pull up the truck no more than {target value} to align it during the maneuver	Pulls up more than {target value} to complete maneuver	
Exit the vehicle and check the path as often as necessary	Fails to get out of vehicle when it is necessary	
Respond to any stop signal from the evaluator	Fails to notice or respond to a signal to stop	
<b>ENCROACHMENT</b>		
Stay entirely within the maneuver space	Any part of the vehicle encroaches on the marked boundary or contacts any object	
<b>FINAL POSITION</b>		
Stop truck movement upon reaching the desired position (exiting the vehicle to check position and moving further backwards is acceptable)	Is more than 1 meter away from curb or curb marker	
	Driver over curb or curb marker	
<b>ELAPSED TIME</b>		
Complete the entire backing maneuver in a reasonable period (the evaluator will need to determine whether excessive time is due to lack of proficiency {an error} or due to the driver taking extra care {not an error})	Does not have the driving proficiency to complete the maneuver in a reasonable period of time	
	Total Minor	
	Total Major	

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## Coupling a Tractor-Trailer

### Demonstration/evaluation steps

Evaluate the driver as he or she demonstrates each task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

### Instruction to driver

Inform the driver that he or she needs to couple the tractor-trailer. Make the driver aware that they will be evaluated on all the tasks that they learned in training or that should be included each time when they complete this maneuver.

### Evaluation Procedure: Coupling a tractor-trailer

The evaluation criteria for coupling at tractor-trailer are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.

## Task Evaluation 5 – Coupling a tractor-trailer

Driver action	Errors	Minor/Major
<b>INSPECT 5th WHEEL</b>		
Inspect the condition of the 5th wheel, connecting lines and connectors, while outside of the tractor	Fails to inspect the condition of the 5th wheel	
Check the position of the 5th wheel release handle and latch	Fails to check the status of the 5th wheel latch	
<b>ALIGN TRACTOR TO TRAILER</b>		
Release tractor parking brakes	Fails to release tractor parking brakes	
Reverse the tractor slowly toward the trailer	Fails to reverse slowly	
Use the mirrors to get the tractor in a straight line with the trailer	Fails to use mirrors while reversing	
Stop when the 5th wheel is just ahead of the trailer	Fails to stop when 5th wheel is just ahead of the trailer	
Place transmission in neutral	Fails to place transmission in neutral	
Apply tractor parking brake	Fails to apply tractor parking brake	
Shut off the engine	Fails to shut off engine	
<b>SECURE THE TRACTOR</b>		
Confirm transmission is in neutral	Fails to confirm transmission is in neutral	
Confirm the tractor parking brakes are applied	Fails to confirm tractor parking brakes are applied	
<b>CHECK ALIGNMENT</b>		
Exit tractor and check distance and alignment	Fails to position the tractor the correct distance from the trailer	
Position the tractor the correct distance from the trailer	Fails to Align the tractor with the trailer. (The trailer kingpin must be aligned to contact only the 5th wheel guide ramps)	
Re-position tractor if required	Fails to reposition tractor	
<b>CHECK TRAILER HEIGHT</b>		
Set trailer height correctly. (The trailer upper coupler must be set to make contact with the bottom half of the 5th wheel plate.)	Fails to set trailer height correctly	
Adjust trailer height using the landing gear	Fails to adjust trailer height using landing gear	

## Task Evaluation 5 – Coupling a tractor-trailer, continued

Driver action	Errors	Minor/Major
<b>INSPECT TRAILER</b>		
Inspect the condition of the trailer upper coupler and kingpin, and trailer connectors	Fails to inspect the condition of the trailer upper coupler	
	Fails to inspect the kingpin	
<b>CHOCK WHEELS</b>		
Confirm chocks are in place at the trailer wheels	Fails to check wheel chocks	
<b>ENGAGE 5TH WHEEL</b>		
Reverse slowly under the trailer.	Fails to reverse slowly	
Use the mirrors to confirm proper alignment and trailer stability	Fails to monitor the trailer's position using mirrors	
Gently but firmly engage the 5th wheel	Fails to engage 5th wheel	
Listen for and feel the 5th wheel latching into its locked position	Fails to have kingpin align correctly with the 5th wheel	
<b>TEST 5th WHEEL</b>		
Attempt to move the tractor forward to confirm the 5th wheel is locked	Fails to test that the 5th wheel is locked	
Place transmission in neutral	Fails to place transmission in neutral	
Apply tractor parking brake	Fails to apply brakes	
Shut off the engine	Fails to shut off engine	
<b>CONFIRM 5th WHEEL LOCK</b>		
Exit the vehicle and visually confirm the 5th wheel is locked by checking the 5th wheel contact and the release handle position	Fails to exit the vehicle to visually check the release handle position	
Get under the trailer to visually check the closed position of the latch or locks	Fails to get into a position under the trailer to visually check that the 5th wheel is in the closed position	
<b>CONNECT AIR AND ELECTRICAL SYSTEMS</b>		
Inspect the condition of the trailer air and electrical connections	Fails to inspect the condition of the trailer air and electrical connections	
Connect the air and electrical lines properly	Fails to connect the air and electrical lines properly	



### Task Evaluation 5 – Coupling a tractor-trailer, continued

Driver action	Errors	Minor/Major
<b>RAISE LANDING GEAR</b>		
Raise the trailer landing gear fully and stow the handle into its retainer	Fails to raise the trailer landing gear fully	
	Fails to stow landing gear handle properly	
<b>CHECK AIR BRAKE SYSTEM</b>		
Check and adjust air pressure if needed	Fails to get air pressure into normal operating range	
Start the engine, if necessary to raise air pressure to normal operating range	Fails to raise air pressure to normal operating range when required	
Supply air to the trailer with the trailer supply valve	Fails to supply air to trailer system	
Monitor the air pressure gauges, and confirms air pressure gauges show normal pressure levels	Fails to check for or establish normal air pressure	
Shut engine off	Fails to shut off engine	
Listen for air leakage at supply gladhand	Fails to listen for supply gladhand leakage with the engine shut off	
Apply service brakes	Fails to apply service brakes	
Listen for air leakage at the service gladhand	Fails to listen for service gladhand leakage with the engine shut off <i>Note: The driver does not need to exit the tractor to check for leaks at the gladhand connections.</i>	
Remove wheel chocks	Fails to remove wheel chocks	
Test service brake reaction by driving slowly forward and applying brakes	Fails to test brakes properly	
	Total Minor	
	Total Major	

## **6** Uncoupling a Tractor-Trailer

### **Demonstration/evaluation steps**

Evaluate the driver as he or she demonstrates each task listed in the table. The demonstration may include additional workplace-specific and/or vehicle-specific procedures. These issues must be addressed and fully conveyed to the driver prior to beginning any demonstration and not discussed during the evaluation.

### **Instruction to driver**

Inform the driver that he or she needs to uncouple the tractor-trailer. Make the driver aware that they will be evaluated on all the tasks that they learned in training or that should be included each time when they complete this maneuver

### **Evaluation Procedure: Parallel parking a tractor-trailer**

The evaluation criteria for uncoupling a tractor-trailer are listed in the table below. This table can be used for training, evaluating, coaching or as part of an entry-level or occupational-level road test.

## Task Evaluation 6 – Uncoupling a tractor-trailer

Driver action	Errors	Minor/Major
Select a location that is suitable for dropping the trailer	Fails to know approximate trailer weight	
<b>PARK THE TRAILER</b>		
Locate trailer with tractor as straight as possible	Has tractor at an unnecessary angle to the trailer	
<b>SECURE TRACTOR AND TRAILER PARKING BRAKES</b>		
Confirm that the tractor and trailer are secured by application of the parking brakes	Fails to confirm application of, or to apply, tractor brakes	
	Fails to confirm application of, or to apply, trailer brakes	
Confirm transmission is in neutral	Fails to confirm transmission is in neutral	
Shut engine off if not already off	Fails to ensure engine is shut off	
Confirm that wheel chocks are properly in place or position chocks at the trailer wheels	Fails to properly place wheel chocks or check that wheel chocks are properly in place	
<b>CHECK GROUND CONDITION AND USE SUPPORT IF NEEDED</b>		
Confirm whether the trailer is loaded or empty and its approximate weight	Fails to determine the trailer loaded condition or weight	
When ground conditions are soft, place supports under the landing gear	Fails to place supports under the landing gear when ground condition is soft	
Operate trailer air suspension controls as needed	Does not know how to operate suspension controls	
<b>LOWER LANDING GEAR</b>		
Lower the trailer landing gear until it makes contact with the ground (or is just above the ground), but does not raise the trailer from the 5th wheel	Has trailer landing gear more than 2cm from the ground	
	Lowers the landing gear so far that a gap appears between the 5th wheel and trailer upper coupler	
Place the landing gear in low range and stow the handle	Fails to place landing gear handle into storage location	

## Task Evaluation 6 – Uncoupling a tractor-trailer, continued

Driver action	Errors	Minor/Major
<p><b>REMOVE AIR AND ELECTRICAL CONNECTIONS</b></p> <p><i>Note: Can be done before or after unlocking 5th wheel)</i></p>		
Disconnect air and electric lines	Fails to disconnect one or more lines	
Secure air and electric lines	Fails to secure one or more lines <i>Note: The lines can be placed into storage receptacles or temporarily secured onto the tractor using straps or similar devices</i>	
Release 5th wheel latch <i>Note: You can pull directly on the 5th wheel handle or use a tool to reach the release handle</i>	Fails to unlock 5th wheel	
<p><b>DISENGAGE 5th WHEEL</b></p> <p>Enter tractor, start the engine and drive slowly forward in lowest gear to release 5th wheel. Stop when the 5th wheel lower coupler is fully out from under the trailer, but the tractor frame is still under the front of the trailer.</p>	Drives forward too little or too far <i>Note: The 5th wheel must no longer contact the trailer and a portion of the tractor frame must still be under the trailer.</i>	
Place transmission in neutral	Fails to place transmission in neutral or apply parking brake	
Apply tractor parking brake		
Shut off the engine (putting the engine off is not always necessary)	Fails to shut off engine	
<p><b>DISENGAGE 5th WHEEL WITH SUSPENSION DROP (Optional)</b></p> <p>Drive slowly forward just far enough to release the 5th wheel from the kingpin</p>	Drives forward too quickly	
Drop the suspension	Fails to drop the suspension	
Stop when tractor frame is still under the trailer	Fails to stop when tractor frame is still under trailer	
Exit the tractor and confirm that the trailer and landing gear are stable and secure	Fails to exit the tractor to confirm trailer security	
Re-enter the tractor and drive forward slowly until the tractor is clear of the trailer	Drives forward too quickly	
	Total Minor	
	Total Major	