

## **Minibus or coach Module 4 Driver CPC questions and answers**

The Initial Driver CPC qualification was introduced into the bus and coach industry on September 10th 2008. Exactly one year before Driver CPC came into force for the commercial goods (HGV) industry (September 10th 2009).

Part of acquiring the PCV Initial Driver CPC qualification means having to pass the module 4 examination. Module 4 is the practical associated knowledge test that is carried out at a DSA approved test centre.

There is no driving required (suffice for the rolling brake check.) Students will need a DSA approved vehicle to demonstrate their answers.

This test is all about scenarios a professional PCV driver may encounter in his or her working life. It includes PCV drivers legal obligations (vehicles checks, not overloading, pre-use checking), as well as checking for illegal immigrants, dealing with emergency situations etc.

The Module 4 exam will last approximately 20-30 minutes and the DSA examiner will ask approximately 5-6 questions. To be successful you must attain at least 75% for each question and at least 80% overall.

This post looks at the possible questions you may be given for your minibus or coach Driver CPC module 4 examination. If you need HGV Module 4 questions and answers we recommend your visit our Module 4 HGV Driver CPC page.

### **Module 4 requires competence of skills and knowledge in the following areas.**

Carrying passengers with due regard for safety rules and proper vehicle use.

Ensuring passenger, comfort, safety and security.

Preventing criminality and trafficking of illegal immigrants

Assessing emergency situations

Preventing physical risk

The following should be used as a guide only. To get the result you want we recommend you undergo formal, expert training. Please visit our training provider search page to find an approved training company in your area.

### **Section 1**

#### **Carrying passengers (etc.) with due regard for safety rules and proper vehicle use.**

Knowing the constraints and parameters of your vehicle (and passengers) is essential in ensuring the vehicle is not overloaded. Category D or D1 vehicle will have what's known as a ministry plate (also known as a VTG 6 plate.) The VTG 6 plate will be located on the nearside of the front of vehicle and will display the vehicle weight limits, including, Gross Vehicle Weight (GVT), Maximum Train Weight, Axle Weights and Unladen Weight.

Definitions of weights.

Gross vehicle weight (GVW) The maximum weight at which the vehicle/trailer is AUTHORISED to operate.

Gross train weight (GTW) The maximum weight at which a vehicle and trailer COMBINATION is authorised to operate in the UK.

Axle weight: The maximum weight that shall be imposed on the road surface by that particular axle.

Unladen weight : The unladen weight of any vehicle is the vehicles own weight when not carrying any goods or burden.

As this is a PCV related examination you must also be able to calculate the weight of your passengers, luggage and any fuel being carried. Rather than weighing each passenger and bag, an approximation will suffice. Use the following guidelines.

15 passengers will weigh approximately 1000kg.

15 pieces of baggage (suitcases) equals 330kg.

100 litres of fuel equals 100kg.

**Typical question:**

the DSA Examiner may ask the following questions.

Please tell me where you would be able to find out the UNLADEN weight of this vehicle. Can you also tell me how much extra weight would 15 passengers with 15 suitcases be, and finally how much weight constitutes 100 litres of fuel?

**Typical answer.**

The UNLADEN weight should be displayed on the nearside of the vehicle. The weight of 15 passengers would equate to approximately 1,000 kg, the suitcases would weight 330 kg and 100 kg for the fuel.

**Typical questions.**

The DSA Examiner may also ask the following.

Please tell me where would you find the unladen weight of this vehicle, as well as calculate how much extra weight would there be should 45 passengers board with 45 cases? Please include in your calculations, 250 litres of fuel.

**Typical answer.**

the unladen weight should be displayed on the nearside of the vehicle. 45 passengers equal 3000kg or 3 tonnes. 45 cases equal 1000kg or 1 tonne and 250 litres of fuel equals 250kg.

**Section 2****Ensuring passenger comfort and safety**

Making sure your passengers have a comfortable and safe journey on your vehicle is all part of being competent and courteous coach or minibus driver. Carrying out a couple of checks to ensure the seats are secure, clean and free from sharp objects will help in achieving this.

**Typical question.**

The DSA Examiner may ask the following question.

Please can you show me how you would check all passenger seats on this vehicle for comfort and safety?

**Typical answer**

All seats must be visually checked for scrutiny to ensure all anchor points are secure. If the seat cushions are separately fitted, I would check to ensure it will not detach from seat when braking. I would also check the seats for sharp objects such as loose trim which could snag skin or clothing. Finally I would check that the trim was clean and not soiled in any way. 7

**Typical questions**

The DSA Examiner may also ask the following

Please show me how you would check the vehicle interior for passenger comfort and safety?

**Typical answer.**

I would check the overhead luggage rack and grab the rails to ensure they were fitted securely. I would check all trim(s) to ensure they were secure, not loose and no sharp objects protruded. I would also inspect the floor to ensure good condition and cleanliness, as well as check for anything that may cause a slip or could damage clothing or skin.

**Typical question.**

The DSA Examiner may also ask the following.

Show me and explain how to use the kneeling suspension and wheelchair ramp lift to allow disabled passengers or pushchair users to board and alight safely.

**Typical answer.**

I would initially ensure the vehicle was parked close to the kerb. I would then secure the vehicle by applying the handbrake and engage neutral. I would confirm that the passenger is able to use the

kneeling floor facility. Finally I would adjust the ramp to an adequate angle to allow the user to safely board or alight the vehicle.

#### **Typical questions.**

The DSA Examiner may also ask the following.

Can you show me the docking area for wheelchairs on this vehicle? I would like you to explain how you would secure a wheelchair and identify which way the wheelchair should face? Also show me the different vehicular access points a wheelchair may use?

#### **Typical answer.**

I would point out where in the vehicle a wheelchair must be parked and explain the use of anchor points. I would say that the wheelchair must be facing towards the rear of the vehicle. Finally I would show the different vehicular access points for a wheelchair user.

### **Section 3**

#### **Preventing criminality and trafficking of illegal immigrants**

This section relates to how to check for illegal immigrants and contraband (drugs, tobacco, alcohol etc) on the vehicle. We have covered this in previous posts (for HGV drivers.)

Although HGV and PCV candidates are given a similar question and scenario there are a few differences in the answers to be aware of.

These include: checking under all seating areas and Consulting the passenger list to ensure correct numbers of legitimate passengers were crossing.

#### **Typical question.**

The DSA Examiner may ask the following question.

You are parked at a border crossing and have left the vehicle unattended. Please show me what security checks you would make before driving through customs?

#### **Typical answer.**

I would check in and around the engine compartment, lockers, hatches, wheel arches, suspension, between the axles (front and rear), underneath and on top of vehicle. Inside the vehicle, including under and behind all seats. Open fuel cap and check nothing inside. I would also the Consult passenger manifest to ensure the correct legitimate passenger numbers.

### **Section 4**

#### **Assessing emergency situations**

The DSA Examiner wants to confirm you can competently demonstrate the following.

Your response to emergency situations that may develop.

The procedure to adopt if your vehicle catches fire during a journey.

The various types of fire extinguisher and which fires they're intended to tackle.

Take reasonable care for yourself, your passengers and anyone else who may be affected.

The Examiner will set you a scenario based on an emergency situation.

### **Typical question.**

The DSA Examiner may ask you the following.

You are driving on a motorway and flames appear from under the bonnet. Show me how you would deal with this small electrical wiring fire? Also identify which extinguisher you should NOT use on this fire? The examiner is looking for you to provide a safe and comprehensive procedure to dealing with this emergency.

### **Typical answer.**

I would initially check my mirrors then indicate and stop the vehicle. I would turn on hazard lights, stop the engine, apply handbrake and select neutral. I would lead all passengers to a safe place, and then isolate the vehicle disconnect electrical supply and activate the fuel cut off switch.

I would then assess the fire to determine if I could tackle it. If I felt the fire could be tackled I would use the appropriate fire extinguisher. In this case a powder based extinguisher would be selected and not a water based extinguisher. A water based fire extinguisher would not be appropriate for tackling an electrical fire as electrocution may occur. If I felt the risk was too great to tackle the fire I would get myself (and others) away and contact the emergency services.

### **Typical questions**

The DSA Examiner may ask the following.

Show me where, and explain how, a fire might start on this vehicle?

The Examiner may also ask you to look at a picture and identify which extinguisher would you NOT use on an electrical fire?

### **Typical answer could be**

I would walk round the vehicle and identify the tyres and electrical equipment as places where a fire might start. I would visually check for fuel leaks from the petrol tank and ensure the petrol cap was secure. It would also be advisable to find out if any passengers were carrying flammable substances. From your picture I would select a powder based extinguisher to tackle an electrical fire and NOT a water based extinguisher.

## **Section 5**

### **Preventing physical risk**

Competent, professional minibus and coach drivers are bound by law to undertake pre shift, pre use vehicle checks to ensure the vehicle they intend to drive is in good condition and in safe working order.

To get the result you want on this one, you must demonstrate competence in the following:

The appropriate checks to make before starting the engine from (the driver's seat), otherwise known as the cockpit check.

What walk-round safety checks should be carried out on your vehicle before starting each and every journey?

It's also worth knowing you can use a check sheet to help answer this one. It will help identify the parts of the coach or minibus you must check. Your training provider should be able to provide you with this. Cockpit checks are carried out whilst positioned in the driver's seat and are the final precautions to be taken before commencing a journey.

### **Typical question.**

The DSA Examiner may ask the following.

From the driver's seat and externally, show me and explain the daily safety checks you would make to this vehicle before driving on the road.

### **Suitable answer could be**

Cockpit check. I would make sure all mirrors are clean, clear and positioned correctly. I would ensure the windscreen is clean, clear and free of mascots and stickers. I would make sure handbrake is applied and neutral selected.

I would check that windscreen washers work, the tachograph is fitted and the calibration plaque was in date. I would check for the speed limiter plaque and make sure the audible warning device (horn) was working. I would also check I had sufficient fuel for my journey. Also I would check the speedometer. Finally I would start the engine, check for excessive exhaust smoke and carry out a rolling brake check.

### **Walk round check.**

Walking around the vehicle checking for defects and integrity. As mentioned earlier you can use a crib sheet to help you remember the items to check. These include: checking tyres (minimum 1mm, 3/4 across, full circumference, no bulges, rips, cord exposed etc.) Checking the wheels (no corrosion and thread depths the same), lights (clean, clear and in the correct position.) Making sure all reflectors are secure clean and working. All emergency exits, and disable facilities must be operational and working. Checking the number plates are fixed, clean and clear.

### **Typical question**

The DSA Examiner may ask the following.

On entering your vehicle for the first time, show me all of the practical and visual safety checks you would make before starting the engine. Show me what else you would do before moving away from a bus stop.

**Typical answer could be.**

I would carry out a Cockpit drill (as per section 5 answer.) I would make sure that the doors worked correctly and closed before moving away. I would also be aware of the vehicles height, width and weight.

That's the 5 main topics and typical questions (and answers) you may encounter on your Module 4 initial Driver CPC PCV test. There are also a number of other questions you may be asked that we have not covered so far.

These include:

**Typical question**

The DSA Examiner may ask the following.

Please walk round the vehicle and explain to me what projections and overhangs there are? Also describe what allowances you would have to make for these projections and overhangs when driving this vehicle?

**Typical answer could be**

I would walk round the vehicle Identifying all overhangs and projections (check front, rear and mirrors.) I would point out that overhangs can sweep over kerbs when turning, colliding with street furniture, pedestrians and other vehicles. Mirror projections can come into contact with street furniture, pedestrians and other vehicles. I would add that good all round observation is required, as well as effective use of mirrors to check for rear end sweep.

**Typical questions**

The DSA Examiner may ask the following.

You are about to embark on a long journey in very cold weather. Please show me what checks you would make to this vehicle's mirrors and visual aids to ensure they are in a serviceable condition.

**Typical answer could be**

I would ensure that all mirrors are clean and properly adjusted for best possible view to the rear. I would use any demisting or heating elements fitted to the mirrors. I would also keep the lenses and screens of any rear view video equipment clean and clear.

If you are successful and pass the Module 4 examination you can drive commercially with immediate effect. You will be awarded a Driver CPC Qualification Card (DCPCQC), which is issued by the DSA and DVLA.

It does take a couple of weeks to arrive by post. In the meantime your Examiner will give you a pink certificate to confirm you have passed. Carry this with you whilst driving professionally and while waiting for your card to arrive.

Your DCPCQC is valid for 5 years and expires 5 years from the date you passed your module 4 test. Within that 5 years and every 5 years after you will be subject to Periodic Driver CPC training. Which in essence mean completing 35 hours formal training every 5 years.

Getting the right instruction is fundamental in getting the result you need. Don't leave it to chance. Find a local, reputable, training provider using our search page. We don't list or promote training brokers.