
VEHICLE BRAKING SYSTEMS
**Check and rectify faults on air-braked
heavy vehicle anti-lock braking and
traction control systems**

level:	5
credit:	4
final date for comment:	December 2008
expiry date:	December 2009
sub-field:	Motor Industry
purpose:	People credited with this unit standard are able to check a heavy vehicle's anti-lock braking system (ABS) and traction control system for compliance, and rectify ABS and/or traction control system faults.
entry information:	<p>Prerequisite: Class 2 to class 5 driver's licence depending on the vehicle being driven.</p> <p>Recommended: Unit 15479, <i>Test and rectify pneumatic brake faults on heavy vehicles, trailers, and machines</i>, or demonstrate equivalent knowledge and skills.</p>
accreditation option:	Evaluation of documentation and visit by NZQA and industry.
moderation option:	A centrally established and directed national moderation system has been set up by the NZ Motor Industry Training Organisation.
special notes:	<p>1 The following legislation, and other sources must be consulted and followed where applicable: Health and Safety in Employment Act 1992; Traffic Regulations 1976; Heavy Vehicle Brake Code 1991, available from Land Transport New Zealand, online http://www.landtransport.govt.nz.</p>

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- 2 For this unit standard it is essential that the practical assessment evidence is obtained from commercial jobs in the workplace under normal workplace conditions.
- 3 The term *heavy vehicles* include air-braked trucks, tractors, buses and/or trailers which have a gross vehicle mass of over 3,500 kg.
- 3 Reference to *company policy* means that the standard must comply with any policies, procedures, and requirements of the company involved, and the ethical codes of relevant professional management organisations.

Elements and Performance Criteria

element 1

Check a heavy vehicle's ABS and traction control system for compliance.

performance criteria

- 1.1 The problem and/or driver's concern is verified according to the vehicle manufacturer's recommended information collection methods.

Range: may include but is not limited to – warning lights, stored code information, interviewing driver, road test.
- 1.2 Preliminary checks are performed according to the vehicle manufacturers' troubleshooting guides.

Range: checks may include but are not limited to – operational, visual, audio.

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- 1.3 Service information applicable to the specific problem and vehicle being checked is obtained from the manufacturers' service information.
- Range: sources may include but are not limited to – bulletins, service newsletters, service manuals, CD ROM, manufacturers' and dealers' 'help line' telephone, troubleshooting guides.
- 1.4 System checks are performed according to the vehicle manufacturers' recommended testing procedures.
- Range: electrical system, electronic system, air system.
- 1.5 Checks carried out have found and isolated the ABS and/or traction control problem.

element 2

Rectify ABS and/or traction control system faults.

performance criteria

- 2.1 The ABS and/or traction control problem is rectified according to the vehicle manufacturers' recommended repair and/or replacement procedures.
- 2.2 Fault codes are cleared according to the vehicle manufacturers' procedures.
- 2.3 Any possible preventive measures are implemented according to company policy.
- Range: measures may include but are not limited to – reviewing vehicle maintenance schedule for required service intervals, performing necessary maintenance, notifying customer.

Comments on this unit standard

Please contact the NZ Motor Industry Training Organisation jlane@mito.org.nz if you wish to suggest changes to the content of this unit standard.

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Please Note

Providers must be accredited by the Qualifications Authority or a delegated inter-institutional body before they can register credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by the Qualifications Authority before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for providers wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

This unit standard is covered by AMAP 0014 which can be accessed at <http://www.nzqa.govt.nz/site/framework/search.html>.