



Sample Cockpit Drill

This is a sample of the cockpit Drill which should form the start of every run. As an Associate you should be able to deliver this, suitably changed to suit your car and the current conditions in no more than 1½ minutes.

1. We are in a 2L petrol Suzuki Vitara driving all four wheels through a manual five speed gearbox.
2. The car has ABS brakes and power steering but no other significant driver aids.
3. My POWDERY Checks have been completed and I am satisfied that they are all correct.
4. The Handbrake is on, gear lever is in neutral.
5. My seat and head restraint are positioned correctly.
6. I'm checking the mirrors are positioned correctly and I am checking all the doors are closed, by looking down the external body lines of the car using the mirrors.
7. I'm switching on the ignition and I am checking that all the warning lights that should be on, are on.
8. I'm now checking that all warning lights which should go out, have gone out.
9. I'm starting the engine and checking that all warning lights have gone out except the parking brake, which I am checking now.
10. I'm doing a static brake pressure test, which is good.
11. I am checking the seat belt for correct operation and that it is properly fastened. I'm also checking that passengers have their seatbelts on.
12. The ventilation is set to me and my passenger's requirements.
13. Today is a bright, clear Friday afternoon and I'm expecting some commuter traffic later in the drive. There has been no rain for a while so I'm not expecting any standing water.
14. I do not require the use of lights or wipers at this time.
15. I am satisfied with the cockpit drill and I will comment on the brakes efficiency when first applied.



Powdery Checks

There is no need to go through all these as part of your cockpit drill. You should however be aware of what they are and be prepared to answer a question about any or all of them.

- P Propulsion Fluid (Petrol, diesel etc.)
- O Oil (weekly checks on oil and fluid checks)
- W Water (check levels on water and antifreeze)
- D Damage (check externally for any obvious damage)
- E Electrical systems (Check all lights and internal dash lights)
- R Rubber (check tyre condition, pressure and tread)
- Y YOU, are you fit to drive? What state of mind are you in?

Moving Brake Test

A statement can be made in the cockpit drill that you have driven to the meeting point and are satisfied on the performance of the brakes. You should however be aware of how a moving brake test should be performed.

1. Find a safe location close to the starting point of the drive, checking around you for other road users.
2. Get the vehicle up to about 15-20 mph.
3. Look in the mirror and if clear apply the brakes firmly but not too hard.
4. Feel for any pull on the steering to either side and also listen for any unexpected noise from the brakes. Also take a mental note of how much effort is required on the pedal.
5. Release the footbrake **before** the vehicle comes to a stop to ensure the brakes release as expected.