



Department of Transport

K53

Practical driving test for motor vehicle drivers

Volume 4

Light Motor Vehicle Combinations

Code EB licences

August 2005

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1. THE TEST

1.1 Purpose of the test

This is a practical test to determine the ability of drivers for articulated and combinations of vehicles which fall in the light motor vehicle category. The full test consists of two separate parts, namely, a yard test and a road test, jointly measuring the proficiency of a vehicle driver regarding his/her handling of the vehicle, obedience to traffic rules, and coping with traffic problems in the practical driving situation. The test shall be used by driving licence testing centres to measure the proficiency level of drivers in order to obtain a driving licence. Only on the successful completion of the test can a driving licence be authorised. Instructors possessing the necessary knowledge and skills can also make use of this test to determine training requirements.

1.2 Format of the test

The test is administered on prescribed manoeuvres and on pre-established routes and is marked on the standard test report (see page 9) by an examiner for driving licences who is trained and registered as prescribed. Should the test be terminated for any reason at any stage, the full test will have to be repeated. (This includes the yard test and road test)

1.3 Item format

The items are classified under separate categories clearly indicated on the test report. During the test the examiner marks the incorrect responses in the appropriate category by placing a mark in the space opposite the appropriate item.

1.4 Method

Directly after the successful completion of the yard test, which is conducted under supervision of an examiner who is fully conversant with the contents of this document, can the road test be administered on public roads, and shall be done on the same day. Every test shall be completed in full before another test can be conducted by such examiner. The trailer shall only be uncoupled from the drawing vehicle, when the parallel parking manoeuvre are being conducted.

1.5 Type of vehicle

The test is designed for the testing of drivers of:

- (i) articulated motor vehicles of which the gross combination mass of the truck-tractor is not more than 3500kg, and
- (ii) combinations of motor vehicles consisting of a drawing vehicle and a trailer, of which the tare/gross vehicle mass of the drawing vehicle is not more than 3500kg, and the gross vehicle mass of the trailer is more than 750 kg.

1.6 Ethics

Use of cellular phones and smoking is not permissible. (Examiner and applicant, as well as Inspectorate / Provincial monitor if applicable)

2. TEST REQUIREMENTS

2.1 Material

The following shall be required in order to conduct this test:

- a roadworthy articulated motor vehicle of which the gross combination mass of the truck-tractor is not more than 3500kg, or a combination of motor vehicles consisting of a drawing vehicle and a trailer, of which the tare/gross vehicle mass of the drawing vehicle is not more than 3500kg, and the gross vehicle mass of the trailer is more than 750 kg, supplied by the applicant. This vehicle shall be equipped with a seat next to the driver, (*no load is required*)
- a test report, (in triplicate and numbered in book form)
- a pen,
- a clipboard, and
- a stopwatch.

2.2 Requirements for the yard test

This section of the test shall be administered in an area that is closed to other traffic and persons.

No vehicle shall be marked either on the inside or outside in such a manner to aid a learner driver during the practical test.

The test shall commence with the pre-trip inspections.

All of the following maneuvers shall be done, however, can be done in any sequence.

- (a) Left turn
- (b) Reverse in straight line
- (c) Alley docking (to the right)
- (d) Parallel parking (to the left and right) (*Trailer to be parked and uncoupled*)
- (e) Incline start

The technical data for the maneuvers is as prescribed. (See page 85)

2.3 Requirements for road test

The road test may only commence on the successful completion of the yard test. Every driving licence testing centre shall have at least two pre-established routes.

The test shall be conducted on anyone of these routes.

The following features shall be included in every test route:

- (a) A road, with more than one lane in the same direction, containing at least two controlled intersections and clearly demarcated road markings where a lane change shall be done.
- (b) At least one intersection controlled by four-way stop signs.
- (c) At least four intersections controlled by stop signs or traffic lights.
- (d) At least two intersections controlled by yield sign(s) -
 - (i) where the applicant shall yield right of way at one of the intersections; and
 - (ii) where the applicant has right of way at one of the intersections.
- (e) None of the intersections forming part of a test route shall be crossed more than twice from the same direction.
- (f) At least 65% of the test route shall consist of public roads in an urban area.
- (g) A right turn shall be made at least at two of the intersections mentioned in (c).
- (h) Crossing of two-way traffic shall be made at least at two intersections.
- (i) Flashing green arrow indicators for turning vehicles shall not form part of the crossings mentioned in (g) and (h).

3. IMPLEMENTATION OF THE TEST

Testing shall only be conducted during normal office hours on weekdays, from 07:00 to 17:00 and Saturdays from 07:00 to 13:00. No testing shall take place on Sundays and Public holidays.

The examiner for driving licences shall not comment on, mention, or discuss any error made by the applicant during the test, nor may he/she assist the applicant during the execution of any manoeuvre or action.

The examiner shall record all the relevant information required on the test report.

The examiner shall not pose any questions to test the applicant's theoretical knowledge during the practical test.

The examiner shall not allow anyone or anything to hinder, instruct or obstruct an applicant during a test and the applicant shall be under his/her direct supervision at all times.

Only the examiner, representatives of the Inspectorate / Provincial monitors or supervisor of examiners may accompany applicants during tests.

From the commencement of the yard test to the completion of the road test, the following items shall be marked throughout:

- Violation of traffic law,
- Uncontrolled / Dangerous action, and
- Collision / Mechanical failure.

Any travelling to be done in the vehicle being used for the test may only be done after completion of the pre-trip inspection and shall be driven by the applicant.

Should the applicant fail the test at any stage and in the opinion of the examiner, it would be unsafe for the applicant to continue driving, the examiner may drive such vehicle when returning to the driving licence testing centre.

On completion of the test, the applicant shall sign the test report and a copy shall be handed to the applicant, after it has been discussed with him/her.

3.1 Yard Test

Before the commencement of the yard test, the examiner shall inform the applicant of the following:

- (a) that the yard test (pre-trip inspections and manoeuvres) shall be completed within 20 minutes, (stopwatch time)
 - (b) stopping shall be permitted at any stage during certain manoeuvres,
 - (c) observation shall be done and signals given as though on a public road,
 - (d) wearing of a seatbelt shall not be necessary during the yard test,
 - (e) should the test be terminated at any stage, the full test shall have to be repeated,
 - (f) all road traffic signs, signals, rules and markings shall be obeyed,
 - (g) touching any obstacle or mounting a kerb shall not be permissible,
 - (h) no uncontrolled or dangerous action shall be permitted,
 - (i) the push and pull method of steering is not required during the yard test, and
 - (j) questions may be asked pertaining the above.
- the stopwatch time will be stopped to allow for the coupling and uncoupling of the trailer when the parallel parking manoeuvre is done.
 - The examiner shall guide the applicant to the starting point of every yard test manoeuvre, instruct him/her to apply the parking brake, select neutral and cancel the signal. (If applicable)
 - All errors made during both the first and the 2nd attempt shall be recorded, (entering and leaving)
 - The instructions and explanation to conduct a manoeuvre during the yard test shall only be given whilst the vehicle is stationary prior to the commencement of that specific manoeuvre.

3.1.1 Pre-trip inspection

A physical pre-trip inspection shall be executed irrespective of weather conditions on instruction and under supervision of the examiner for every test.

Exterior (Module 1)

- (a) The examiner shall accompany the applicant to his/her vehicle, where the applicant shall conduct a pre-trip exterior inspection, prior to entering the vehicle.
- (b) The examiner may allow minor defects to be rectified, however, no extra time shall be allowed and the stopwatch shall not be stopped.
- (c) Should the vehicles be considered unroadworthy, the examiner shall circle the black block under the heading "ROADWORTHINESS" on the test report, make a cross in the "Fail" block and immediately discontinue the test.

Interior (Module 2)

- (a) The examiner shall request the applicant to enter the vehicle and operate the lights, (dipped beam and main beam) direction indicators, stop lights, wipers and horn on request.
- (b) Should the vehicles be considered unroadworthy, the examiner shall circle the black block under the heading "ROADWORTHINESS" on the test report, make a cross in the "Fail" block and immediately discontinue the test.
- (c) The examiner shall request the applicant to proceed with the pre-trip inspection.
- (d) The examiner may allow minor defects to be rectified, however, no extra time shall be allowed and the stopwatch shall not be stopped.

3.1.2 Left turn (Module 15)

The examiner shall instruct the applicant to:

- (a) steer the vehicle around the bend without stopping, mounting the kerb or touching any boundary lines, and
- (b) this manoeuvre is completed when the steering axle of the drawing vehicle, is on the left-hand side of the road, adjacent to the 45° line, where it meets the broken centre line.

3.1.3 Reverse in a straight line (Module 16)

The examiner shall instruct the applicant to:

- (a) stop with the front-end of the vehicle immediately above or over the starting line,
- (b) reverse the vehicle within the demarcated area without stopping,
- (c) complete the manoeuvre in one attempt without touching any side boundary lines, and
- (d) stop with the rear wheels of the vehicle within or beyond the 5m stopping zone.

3.1.4 Alley docking (to the right) (Module 17)

Entering

The examiner shall inform the applicant of the following:

- (a) stopping is permissible at any stage,
- (b) one forward movement may be permitted for each attempt, and
- (c) a 2nd (final) attempt may be made if the 1st attempt was unsuccessful, provided that no obstacle or boundary line has been touched.

The examiner shall instruct the applicant to:

- (a) stop to the right of the boundary line, with the front end of the vehicle immediately above or over the 14m starting line, and
- (b) reverse to the right into the demarcated area without touching any obstacle or boundary line and stop where indicated. (The rear-end of the vehicle shall be past the 3rd set of obstacles)

Leaving

The examiner shall instruct the applicant to steer out of the demarcated area without touching any obstacles and stop where indicated.

3.1.5 Parallel parking (to the left and right) (Modules 18 and 19)

The trailer shall be parked and uncoupled before this manoeuvre can commence. The side from which the first manoeuvre is executed shall be determined by the examiner.

Entering

The examiner shall inform the applicant of the following:

- (a) stopping is permissible at any stage, and
- (b) a 2nd (final) attempt may be made if the 1st attempt was unsuccessful, provided that no obstacle has been touched or the kerb mounted.

The examiner shall instruct the applicant to:

- (a) position vehicle at starting point,
- (b) only three (3) movements shall be permitted, the first movement being a reverse movement into the parking bay, and two further movements to position the vehicle within the parking bay without touching any obstacle or mounting the kerb, and
- (c) a 2nd (final) attempt may be made if the 1st attempt was unsuccessful, provided that no obstacle has been touched or the kerb mounted.

Leaving

The examiner shall instruct the applicant:

- (a) to steer out of the demarcated area without touching any obstacle or mounting the kerb, and stop where indicated, and
- (b) that the number of movements to leave the parking bay are unlimited.

On completion of the parallel parking, (left and right) the trailer shall again be hitched and coupled to the drawing vehicle, where the examiner shall check the operation of all rear lamps on the trailer before continuing with the test.

3.1.6 Incline start (Module 20 and 21)

The examiner shall instruct the applicant:

- (a) to stop where indicated without allowing the vehicle to move backwards,
- (b) to move off without rolling back, and
- (c) that only one attempt shall be permissible.

3.2 Road Test

3.2.1 Prior to the commencement of the road test, the applicable information and instructions shall be given to the applicant whilst the vehicle is stationary and the engine is switched off.

3.2.2 Following a pre-established test route, the examiner shall not give any instruction to carry out an illegal action, and shall instruct the applicant:

- (a) well in advance,
- (b) in a clear, concise and audible manner,

- (c) if necessary, repeat any instruction,
- (d) giving, as far as possible, one instruction at a time,
- (e) that if he/she has a physical disability, he/she shall nevertheless attempt to check the appropriate blind spot,
- (f) that should the test be terminated at any stage, the full test shall have to be repeated, (this includes the yard test and road test)
- (g) that the wearing of the seatbelt is now compulsory as well as the "push and pull" method of steering, and
- (h) all road traffic signs, signals, rules and markings shall be obeyed.

3.2.3 A lane change and at least one of the hand signals, shall be executed irrespective of the weather conditions on instruction of the examiner during every test.

3.2.4 For the purpose of this test, the following shall constitute a road test:

- (a) the duration of the road test shall exceed 20 minutes,
- (b) the pre-established test route, which complies with the minimum requirements, shall be completed, and
- (c) when 45 minutes has elapsed, provided that the minimum requirements on such test route have been met.

3.3 **Collision**

3.3.1 Should the applicant cause a collision or be involved in a collision which is considered to have been avoidable, circle the black block under the heading "COLLISION / MECH.FAIL" on the test report and make a cross in the "FAIL" block and immediately discontinue the test.

3.3.2 Should the collision be considered to have been unavoidable a cross shall be indicated in the white block under the heading "COLLISION / MECH.FAIL", and the applicant shall be given the option of completing the test if the vehicle is still roadworthy.

3.3.3 If the vehicle is unroadworthy and/or the applicant wishes to have the test deferred, a cross shall be made in the block marked "DEFERRED" and the test discontinued, provided that no black block was circled prior to the collision.

3.4 **Mechanical failure**

3.4.1 Should the test in progress be terminated due to mechanical failure of the vehicle, the test shall be deferred, and a cross shall be made in the "DEFERRED" block, provided that no black block was circled prior to the mechanical failure.

3.5 **Deferred test**

3.5.1 Should a test be deferred, the reason shall be recorded under "GENERAL REMARKS".

3.5.2 Should the test be deferred at any stage the applicant shall again be subjected to a full test.

4. TEST REPORT

The various responses which will be tested are indicated on the test report by means of abbreviations. The meanings of these abbreviations are listed on the reverse side of the test report.

DEPARTMENT OF TRANSPORT

LIGHT MOTOR VEHICLE

TEST REPORT

CODE EB

| | | | | | |
|------------------|---|--|-----------------|---|--|
| Acc. | • | Acceleration | N. | • | Neutral |
| Adj.Mir. | • | Adjust mirrors | Needless | • | Needless stopping |
| Aut. | • | Automatic transmission | No.att. | • | Number of attempts |
| | | | No.mve. | • | Number of movements |
| B.kerb. | • | Bumps kerb | Obs. | • | Observation |
| B.sp. | • | Blind spots | Obstacles | • | Touches obstacle/s |
| Br. | • | Braking | Obstr. | • | Obstructions |
| | | | Op.horn | • | Operation of horn |
| Ch.R/L | • | Check right and left for cross traffic | Op.ind. | • | Operation of indicator |
| Choke | • | Operation of choke | Op.lts. | • | Operation of lights |
| Cl.sp. | • | Clear space | Op.wip. | • | Operation of wipers |
| Coasts | • | Coasting | | | |
| Count.st | • | Counter steers | P. | • | Park (automatic transmission) |
| Coup. | • | Couplings | P.br. | • | Application of parking brake |
| | | | P.br.rat | • | Application of parking brake without using release mechanism |
| D | • | "Drive"(automatic transmission) | Pos. | • | Positioning of vehicle |
| Dec. | • | Deceleration | Pos. turn | • | Position for turning |
| Dis.cl. | • | Disengage clutch | | | |
| Drs. | • | Doors | Rides | • | Riding the clutch |
| | | | Roll | • | Lets vehicle roll |
| Eng.c. | • | Engine compartment | | | |
| Ent. | • | Entering freeway | Seat. | • | Seat adjustment |
| Ex. | • | Exiting freeway | Sig. | • | Signal intention |
| Ext. | • | Exterior of vehicle | Sig.can. | • | Cancel signal |
| Eyes | • | Keep eyes on the road | Slips | • | Slipping the clutch |
| | | | Slow | • | Too slow for conditions |
| F.cap. | • | Fuel cap | Sm/co. | • | Smooth and co-ordinated |
| Fast | • | Too fast for conditions | Stall. | • | Stalls engine |
| Fol.dist. | • | Following distance | Str.eng | • | Starts engine |
| | | | Strad. | • | Straddles |
| Gear | • | Gear changing/selection | | | |
| | | | T. line | • | Touch line / road marking |
| Hand.L. | • | Hand signal to indicate intention to turn to the left | Tyr. | • | Tyres |
| Hand.R. | • | Hand signal to indicate intention to turn to the right | | | |
| Hand.S. | • | Hand signal to indicate intention to stop or reduce speed suddenly | Un.veh. | • | Observe under vehicle for obstructions |
| Horn | • | Use of horn | | | |
| | | | Veh.ent. | • | Vehicle entrances and driveways |
| Int. | • | Interior of vehicle | | | |
| | | | W.T.L. | • | Waits too long |
| Len./Ref. | • | Lenses and reflectors | Wand. | • | Wanders |
| Ln.Chng. | • | Lane changing in an intersection | Warn lts/gauges | • | Warning lights and gauges |
| | | | Wheels | • | Wheels straight for turning |
| M.kerb | • | Mounts kerb | Whilst cnr. | • | Whilst cornering |
| Man. | • | Manual transmission | Wide/Cut | • | Steering too wide/cutting |
| Mech.Fail. | • | Mechanical failure | Wip | • | Windscreen wipers |
| Method | • | Steering method | | | |
| Mir. | • | Mirrors | | | |
| Mir. whilst cnr. | • | Mirrors whilst cornering | | | |
| Move | • | Moving off | | | |

ROADWORTHINESS

Remarks.....

VIOLATION OF TRAFFIC LAW

Remarks.....

UNCONTROLLED/DANGEROUS ACTION

Remarks.....

COLLISION/MECH. FAIL.

Remarks.....

COURTESY

(1) Lack of
Remarks.....

YARD TEST

PRE-TRIP INSPECTION (ext)

(1) Un.veh
(1) Wip
(1) Tyr
(1) Eng.c
(1) Len/Ref
(1) F.cap
Remarks.....

PRE-TRIP INSPECTION (int)

(2) Drs
(1) P.br
(1) N/P
(1) Obstr
(1) Seat
(2) Adj.mir
(1) Op.lts
(1) Op.ind
(1) Op.wip
(1) Op.horn
Remarks.....

ALLEY DOCKING RIGHT

Roll
(2) P.br
(1) P.br.rat
(5) Obs
(5) Sig
(1) Gear
(1) Move
(1) Stall
(1) Count.st
Obstacles
T. line
No.att
(4) Sig.can
Remarks.....

| PARALLEL PARKING | |
|--------------------|--------------------|
| Left | Right |
| Roll | Roll |
| (2) P.br | (2) P.br |
| (1) P.br.rat | (1) P.br.rat |
| (5) Obs | (5) Obs |
| (5) Sig | (5) Sig |
| (1) Gear | (1) Gear |
| (1) Move | (1) Move |
| (1) Stall | (1) Stall |
| (1) Count.st | (1) Count.st |
| (4) B.kerb | (4) B.kerb |
| M.kerb | M.kerb |
| Obstacles | Obstacles |
| No.att | No.att |
| (4) Sig can | (4) Sig can |
| Remarks..... | Remarks..... |

LEFT TURN

(3) Mir
(5) Bl.sp
(5) Sig
(4) Sig can
(1) Mir.whilst cnr
M.kerb/T.line
No.att
Remarks.....

REVERSE

Roll
(2) P.br
(5) Obs
(1) Gear
(1) Move
(1) Stall
T.line
No.att
Remarks.....

INCLINE START

Roll
(5) P.br
(1) P.br.rat
(1) N/D
(5) Obs
(5) Sig
(1) Gear
(1) Move
(1) Stall
(4) Sig.can
Remarks.....

ROAD TEST

STARTING

(2) P.br
(1) P.br.rat
(1) N/P
(1) Choke
(1) Str.eng
(1) Warn lts/gauges
Remarks.....

MOVING OFF

(5) Obs
(5) Sig
(1) Gear
(1) W.T.L
(1) Move
(1) Stall
Roll
(4) Sig.can
Remarks.....

STEERING

(1) Method
(5) Obs
(4) Wide/Cut
(2) Wand
(2) Pos
(2) Strad
Remarks.....

CLUTCH

(1) Sm/co
(1) Slips
(1) Rides
(3) Coasts
Remarks.....

GEAR CHANGING

(1) Gear
(1) Sm/co
(5) Eyes
(4) Whilst cnr
Coasts
Remarks.....

SIGNALLING

(3) Mir
(5) Bl.sp
(3) Hand.R
(3) Hand.L
(3) Hand.S
(1) Horn
Remarks.....

LANE CHANGING

(3) Mir
(5) Bl.sp
(5) Sig
(4) Sig.can
Remarks.....

OVERTAKING

(3) Mir
(5) Bl.sp
(5) Sig
(4) Sig.can
(5) Cl.sp
Remarks.....

INTERSECTION / VEH.ENT

(3) Mir
(5) Bl.sp
(5) Sig
(3) Ln.chng
(4) Ch.R/L
(4) Pos.turn
(3) Wheels
(4) Sig.can
Remarks.....

SPEED CONTROL

(3) Mir
(5) Fast
(5) Slow
(1) Acc
(1) Dec
(2) Br
(5) Fol.dist
Remarks.....

STOPPING

(3) Mir
(5) Bl.sp
(5) Sig
(2) Br
(1) Dis.cl
(5) Cl.sp
(2) P.br
(1) P.br.rat
(1) N/D/P
(4) Sig.can
(1) Needless
Remarks.....

| FREEWAYS | | Ent | Ex |
|-------------------|-------------------|-------------------|-------------------|
| (3) Mir | (3) Mir | (3) Mir | (3) Mir |
| (5) Bl.sp | (5) Bl.sp | (5) Bl.sp | (5) Bl.sp |
| (5) Sig | (5) Sig | (5) Sig | (5) Sig |
| (4) Sig.can | (4) Sig.can | (4) Sig.can | (4) Sig.can |
| (5) Cl.sp | (5) Cl.sp | (5) Cl.sp | (5) Cl.sp |
| Remarks..... | Remarks..... | Remarks..... | Remarks..... |

VEHICLE DETAILS

Articulated vehicle with semi-trailer
Vehicle with trailer
GVM of trailer kg

GENERAL REMARKS

.....
.....
.....

EXAMINER NAME (print)

EXAMINER INFRA No.

EXAMINER SIGNATURE

DATE OF TEST

COPY RECEIVED BY:

DRIVER SIGNATURE

| TIME | YARD TEST | ROAD TEST |
|----------------|-----------|-----------|
| STOPWATCH | | |
| ACTUAL TIME | | |
| DURATION | Min | Min |
| PENALTY POINTS | 50 | |

| PASS | FAIL | DEFERRED |
|------|------|----------|
| | | |

5. SCORING METHOD

When marking the incorrect response during the test it shall be indicated with a (/). (See examples) Any incorrect response made by the applicant during the test shall be marked on the test report by placing a mark opposite the appropriate item.

- 5.1 With regard to certain responses only one error can be marked - e.g. should the applicant not carry out any one of the items under "PRE-TRIP INSPECTION" Exterior or Interior, one mark shall be indicated in the appropriate space.

Example

(2) Adj. mir

| |
|----------|
| 2 |
|----------|

- 5.1.1 During the yard test, should the applicant fail to check the mirror or blind spot or both, he/she shall only be penalised once for observation.

- 5.2 With regard to certain other responses, more than one error can be marked - e.g.: should the applicant make three lane changes without signalling, three marks shall be indicated in the appropriate space.

Example

(5) Sig

| |
|-----------|
| 15 |
|-----------|

- 5.3 With regard to certain other responses should an error be made where there is a black block, a circle shall be drawn around such block and the test discontinued. - e.g.: should the applicant touch any obstacle whilst executing the alley-dock to the right, a circle shall be drawn around the black block. This indicates an immediate failure and the test will be terminated.

Example

Obstacles

| |
|--|
| |
|--|

- 5.4 On completion of the test the examiner shall count the number of marks opposite each item, multiply by the value indicated in brackets to the left of the item, and enter the total number of penalty points in the relevant block to the right of the item.

Example

(3) Mir.

| |
|----------|
| 9 |
|----------|

- 5.5 All the values of each item in each section shall be added and the total number of penalty points entered in the larger block at the bottom right-hand corner of that section.

Example

| | |
|-----------------|----------|
| (1) Gear | 2 |
| (1) Sm/co | 3 |
| (5) Eyes | |
| Remarks | 5 |

5.6 The total number of penalty points indicated in the larger blocks of each section shall be added indicating an overall number of points which shall be entered in the block "PENALTY POINTS" at the bottom centre of the test report.

Example

PENALTY POINTS

| |
|------------|
| 224 |
|------------|

5.7 Indicate the result of the test by means of a cross (x) in the appropriate block "PASS", "FAIL", or "DEFERRED".

Example

| | | |
|----------|------|----------|
| PASS | FAIL | DEFERRED |
| X | | |

5.8 In any section of the test report under "Remarks" the examiner may enter any comments which may assist the applicant.

Example

| | |
|--------------------------------|----------|
| (2) Wand | |
| (2) Pos | 6 |
| (2) Strad | |
| Remarks: ...Keeps too far left | 6 |

5.8.1 Should a circle be drawn around any black block, a remark regarding the error shall be made in that section under "Remarks".

5.9 Time limits and cut-off points

5.9.1 Yard Test

- The duration of the yard test shall not exceed 20 minutes.
- The "DURATION" of the yard test shall always be recorded in full minutes and shall therefore be rounded off to the previous full minute.

Example 20 minutes 1 second shall count as 20 minutes.
 20 minutes 59 seconds shall also count as 20 minutes.
 21 minutes or more shall mean that the applicant fails.

- An applicant fails the yard test and the test shall be discontinued if:
 - (a) he/she has been allocated more than 50 penalty points,
 - (b) the time limit of 20 minutes was exceeded, (pre-trip inspections and yard test manoeuvres) or
 - (c) a circle has been drawn around any black block.

5.9.2 Road Test

- The road test shall commence only when the applicant has passed the yard test and the necessary instructions for the road test have been given whilst the vehicle was stationary and the engine switched off.

- The duration of the road test shall exceed 20 minutes and not be longer than 45 minutes. If for any reason beyond control, the duration of the test is more than 45 minutes, no more penalty points shall be recorded, however, all errors that normally lead to immediate failure will be recorded. (Violation of traffic law, uncontrolled / dangerous action and collision / mechanical failure)
- The duration of the test shall always be reported in full minutes and should therefore be rounded off to the next minute. The road test shall not be less than 20 minutes and therefore 19 minutes and 59 seconds or less is not permissible.

Example 20 min 1 sec shall become 21 minutes.
 40 min 59 sec shall become 41 minutes.
 19 minutes and 59 seconds or less is not permissible.

- The stopwatch shall be stopped after the applicant has stopped the vehicle after completing the pre-established test route, however marking shall continue until the applicant has closed his/her door from the outside where the test shall end.
- The permissible maximum penalty points allowed in order to pass the road test shall be calculated as follows: "DURATION" in minutes x 8.
- It can be determined whether an applicant has passed or failed with the aid of the table on page 13.
- An applicant fails the road test if:
 - he/she has exceeded the permissible maximum penalty points allowed, or
 - a circle was drawn around any black block.
- should the test be terminated, the shortest route shall be taken when returning to the driving licence testing centre.

5.9.3 Recording of time

The stopwatch shall be started after completion of instructions for:

- the pre-trip inspections,
- every yard test manoeuvre, or
- the road test,

and stopped at the completion of:

- the pre-trip inspections,
- every yard test manoeuvre, or
- the road test.

"ACTUAL TIME" - See definition in Glossary.

"STOPWATCH"- See definition in Glossary.

"DURATION" - See definition in Glossary.

Example:

| TIME | YARD TEST | ROAD TEST |
|-------------|----------------|----------------|
| STOPWATCH | <i>14 : 54</i> | <i>21 : 48</i> |
| ACTUAL TIME | <i>08H06</i> | <i>08H24</i> |
| DURATION | <i>14 min</i> | <i>22 min</i> |

| Duration of road test in minutes | x 8 = | Maximum penalty points allowed |
|---|--------------|---------------------------------------|
| 21 | | 168 |
| 22 | | 176 |
| 23 | | 184 |
| 24 | | 192 |
| 25 | | 200 |
| 26 | | 208 |
| 27 | | 216 |
| 28 | | 224 |
| 29 | | 232 |
| 30 | | 240 |
| 31 | | 248 |
| 32 | | 256 |
| 33 | | 264 |
| 34 | | 272 |
| 35 | | 280 |
| 36 | | 288 |
| 37 | | 296 |
| 38 | | 304 |
| 39 | | 312 |
| 40 | | 320 |
| 41 | | 328 |
| 42 | | 336 |
| 43 | | 344 |
| 44 | | 352 |
| 45 | | 360 |
| Maximum penalty points allowed for yard test | | 50 |

6. THE MODULES

The various sections of the test report are covered by a number of Modules which describe the ideal execution of each section of the test.

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Module 1:

Pre-trip inspection - exterior

1. Check under vehicle on approach for obvious leaks, obstructions, etc.
2. Unlock all doors.
3. Inspect vehicle for possible damage, preferably from top to bottom, left to right in an anticlockwise direction.
4. Check right-hand exterior mirror for damage, cleanliness and stability.
5. Check right-hand portion of windscreen for damage and cleanliness.
6. Check right wiper blade for wear, stability and cleanliness and leave in extended position, if possible.
7. Check right-hand front wheel: tyre tread for wear and damage, sidewall damage, inflation, valve cap, oil, grease leaks and wheel nuts.
8. Check right-hand lenses and reflector for damage, cleanliness and stability.
9. Check front of vehicle for damage and security of bonnet or boot, grill and bumper.
10. Mention that oil, water, brake fluid and fanbelt should be checked.
11. Check front registration plate for damage, cleanliness, stability and validity.
12. Check left front lenses and reflectors as described in item 8.
13. Check left front wheel as described in item 7.
14. Check left-hand portion of windscreen as described in item 5.
15. Check left wiper blade as described in item 6.
16. Check Certificate of Clearance/Roadworthiness disc for validity. (If applicable)
17. Check left-hand exterior mirror as described in item 4.
18. Check left-hand doors for operation of doors and window winders. (If manually operative).
19. Check seat belts for stability and damage.
20. Check information plate for damage, cleanliness and validity. (If applicable)
21. Check left rear wheel as described in item 7.
22. Check left rear lenses and reflectors as described in item 8.
23. Check rear window for damage and cleanliness.
24. Mention that spare wheel, jack and wheel spanner should be checked.
25. Check rear of vehicle and exhaust as described in item 9.
26. Check chevron for damage, cleanliness, stability and validity, if applicable.
27. Check rear registration plate and light as described in item 11.
28. Check the left support leg of a trailer or jockey wheel for stability. (If applicable)
29. Check the trailer information plate as per item 20.
30. Check all spare wheels as described in item 7.
31. Ensure that the trailer park brake is off. (If applicable)
32. Check left rear wheel(s) of the trailer as per items 7.
33. Check left rear lenses and reflectors of the trailer as per item 8.
34. Check rear door(s), drop side(s) or window(s) of the trailer as per item 18.
35. Check rear chevron of the trailer as per item 26.
36. Check rear registration plate and light of the trailer as per item 11.
37. Check rear bumper of the trailer for damage and stability.
38. Check rear right-hand lenses and reflectors of the trailer as per item 8.
39. Check right hand rear wheels of the trailer as per item 7.
40. Check the right-hand support leg of the trailer as per item 28. (If applicable)
41. Check right rear lenses and reflector as described in item 8.
42. Check right rear wheel as described in item 7.
43. Check fuel cap for security.
44. Check right-hand doors as described in item 18.
45. Check that parking jacks for trailers are secure and in the up or travel position.

Note A:

On approach to the vehicle the examiner shall request the applicant to conduct a pre-trip exterior inspection prior to entering the vehicle.

Note B:

The examiner may allow minor defects to be rectified, however, no extra time shall be allowed. (The stopwatch shall not be stopped)

Note C:

The applicant shall not be penalised for the following:

Should he/she fail to execute the pre-trip inspection in an anti-clockwise direction,
Should he/she fail to raise the windscreen wipers from the windscreen,
When he/she checks one wheel and later only refers to the other wheels,
When he/she fails to check both sidewalls of a tyre for damage, and
When checking those parts of the vehicle which he/she has to check, it is not expected of him/her to make mention of all the properties of that particular part.

For example, when the wheels are checked, it is not expected of him/her to mention that he/she checks the tyre tread for wear and for damage to the sidewall, tyre pressure and the valve-cap etc. When it is clear to the examiner that the applicant has paid attention to the specific parts, (whether mentioned or not) he/she shall be credited.

Note C applies only to module 1.

Note D:

Brakes on trailers

The following information from the Road Traffic Act shall be taken into consideration.

- In the case of a **semi - trailer not exceeding a GVM of 750 kg,**
no person shall operate on a public road a trailer, if --
 - (a) the mass of such trailer and any load thereon is 750 kg or less and –
 - (i) does not exceed half of the tare of the drawing vehicle, unless such trailer is equipped with at least a parking brake or a device for keeping such trailer stationary; or
 - (ii) exceeds half the tare of the drawing vehicle but does not exceed such tare, unless such trailer is equipped with a parking brake and either an overrun brake or a service brake;
- In the case of a **trailer or semi - trailer exceeding a GVM of 750 kg,**
no person shall operate on a public road a trailer, if –
 - (j) the gross vehicle mass of such trailer exceeds 750 kg, but does not exceed 3500 kg and does not exceed the tare of the drawing vehicle, unless such trailer is equipped with a parking brake and either an overrun brake or a service brake.
 - (k) the gross vehicle mass of such trailer exceeds the tare of the drawing vehicle, unless such trailer is equipped with a parking brake and a service brake.

Module 2:

Pre-trip inspection - interior

1. Ensure (from driver's seat) that parking brake is applied.
2. Ensure gear lever is in neutral position. (In "P" or "N" for automatic transmission)
3. Check for obstructions.
4. Check for warning signals, where applicable.
5. Check seat adjustment for correct driving position.
6. Check all mirrors for maximum rear view vision.
7. Turn ignition key to be in the "on" position without starting the engine.
8. Check electric window operation, if applicable.
9. Check all instruments and mention any changes.
10. Check operation of front and rear lights, indicators, horn and wipers, if applicable.
11. Switch ignition off and return all switches to "off" position.
12. Check steering for excessive free play.
13. Check pressure on brake and clutch pedals.
14. Return wipers to normal position, where applicable.
15. Check that doors are properly closed and that passengers are conversant with operation of doors.
16. Fasten seatbelt and request passengers to fasten seatbelts.
17. Ensure that passengers are conversant with operation of release mechanism of seatbelts.

Note A:

The examiner shall request the applicant to operate the lights, direction indicators, horn and wipers, where these shall be checked for operation, by such examiner.

Note B:

The examiner may allow minor defects to be rectified, however, no extra time shall be allowed. (The stopwatch shall not be stopped)

Note C:

Item 1 and 2 as well as 5 and 6 shall be checked in sequence.

Module 3:

Starting procedure - manual transmission

1. Ensure that the parking brake is applied.
2. Ensure that gear-lever is in "neutral" position.
3. Check that all gauges and warning lights are in non-function position.
4. Turn ignition key to "on" position without starting engine.
5. Check warning lights and gauges for malfunction.
6. Apply choke if necessary or ensure choke is cancelled.
7. Turn ignition key further to start engine.
8. Release hold on key as soon as engine starts.
9. Check warning lights and gauges for systems malfunction.
10. Cancel operation of choke, where applicable.

Module 4:

Starting procedure - automatic transmission

1. Ensure that parking brake is applied.
2. Ensure that gear lever is in "P" or "N" position.
3. Check that all gauges and warning lights are in non-function position.
4. Turn ignition key to "on" position without starting engine.
5. Check warning lights and gauges for malfunction.
6. Apply choke if necessary or ensure choke is cancelled.
7. Turn ignition key further to start engine.
8. Release hold on key as soon as engine starts.
9. Check warning lights and gauges for systems malfunction.
10. Cancel operation of choke, where applicable.

Module 5:

Mirrors - use of

1. Adjust rear view mirror(s) for maximum rear view vision only whilst vehicle is stationary. (Articulated vehicles must be straight)
2. Check rear view mirror(s) on approach to any hazard.
3. Check rear view mirror(s) every 5 - 8 seconds.
4. Checking of rear view mirror(s) should be of sufficient duration to determine traffic situations to the rear.
5. Check mirror in the direction of turn to ensure the vehicle follows the correct course.

Note A:

Care should be taken not to look in mirror(s) for too long a period.

Note B:

In the case of an enclosed cabin, both exterior rear view mirrors shall be checked.

Note C:

When the vehicle is in motion and it is clear that the applicant has only made a minor adjustment to the rear-view mirror, he/she shall not be penalised, otherwise he/she shall be penalised for:

STEERING

(1) Method

Note D:

In the case of the applicant making an adjustment to any rear-view mirror whilst the vehicle is stationary, he/she shall not be penalised.

Note E:

When the applicant looks for too long in the rear-view mirror(s) he shall be penalised for:

STEERING

(5) Obs

It is not expected of the applicant to use exterior mirror(s) for observation to the rear. In the test allowance is made for the use of exterior mirror(s) in the case where:

- (a) the vehicle is not fitted with an interior rear-view mirror, and/or
- (b) the interior rear-view mirror for some reason does not provide enough vision.

Module 6:

Signalling

1. Check rear-view mirror(s) and appropriate blind spot if applicable.
2. Signal in good time and for sufficient duration.
3. Replace hand to appropriate position on steering wheel, as necessary.
4. Ensure that signal is cancelled after completing manoeuvre or that presence has been established, for example, when using the hooter.

Note A:

Care should be taken not to signal too early where it could create confusion for other road users.

Note B:

Use of direction indicators or hand signals within an intersection should be avoided unless necessary.

Note C:

Brake lights are a signal that can be kept on (especially at night) and it is not necessary to cancel these after the vehicle has been brought to a complete standstill.

Note D:

The checking of blind spots is not necessary when the brakelights, headlights or horn are used as a signal.

Note E:

When a signal is cancelled too soon, the applicant shall not be penalised for:

(4) Sig can

but for:

(5) Sig

due to the fact that the signal's duration was insufficient.

Note F:

Brake lights are considered a signal. The rearview mirror(s) shall be checked before braking commences. No blind spots should be checked before braking.

Module 7:

**Signalling - hand signals
(turning left)**

1. Check rear-view mirror(s) and blind spot to the left.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm sideways from shoulder.
5. Turn forearm in a vertical and downward position from elbow.
6. Move forearm in a circular anti-clockwise motion.
7. Retract arm in good time.
8. Replace hand to appropriate position on steering wheel before braking, gear selection or steering.

Note A:

This signal shall be given in good time and for sufficient duration prior to braking, gear selection or steering.

Note B:

This signal shall be used in conjunction with direction indicators which shall be activated prior to the hand signal.

Note C:

The applicant shall not be requested to repeat this signal if carried out satisfactorily the first time.

If not carried out satisfactorily the first time, the applicant shall be requested to attempt to execute this signal once more.

Only two attempts shall be permissible, however, if not successful at the 2nd attempt, penalty points shall again be allocated and the test continued.

Module 8:

**Signalling - hand signals
(turning right)**

1. Check rear-view mirror(s) and blind spot to the right.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm horizontally from shoulder with palm of hand to the front.
5. Retract arm in good time.
6. Replace hand to appropriate position on steering wheel before braking, gear selection or steering.

Note A:

This signal shall be given in good time and for sufficient duration prior braking, gear selection or steering.

Note B:

This signal shall be used in conjunction with direction indicators which shall be activated prior to the hand signal.

Note C:

The applicant shall not be requested to repeat this signal if carried out satisfactorily the first time.

If not carried out satisfactorily the first time, the applicant shall be requested to attempt to execute this signal once more.

Only two attempts shall be permissible, however, if not successful at the 2nd attempt, penalty points shall again be allocated and the test continued.

Module 9:

**Signalling - hand signals
(stop or sudden reduction of speed)**

1. Check rear-view mirror(s) and blind spot to the right.
2. Extend right arm sideways from shoulder with forearm vertical and upward and with palm of hand to the front.
3. Retract arm in good time.
4. Replace hand to appropriate position on steering wheel before braking, gear selection or steering.

Note A:

This signal shall be given in good time and for sufficient duration prior to braking, gear selection or steering.

Note B:

Brake lights are a signal that can be kept on (especially at night) and it is not necessary to cancel these after the vehicle has been brought to a complete standstill.

Note C:

The applicant shall not be requested to repeat this signal if carried out satisfactorily the first time.

If not carried out satisfactorily the first time, the applicant shall be requested to attempt to execute this signal once more.

Only two attempts shall be permissible, however, if not successful at the 2nd attempt, penalty points shall again be allocated and the test continued.

Module 10:

Signalling - horn

1. Check rear view mirror(s).
2. Signal only when necessary, in good time and only for sufficient duration.
3. Replace hand to appropriate position on steering wheel.

Module 11:

Clutch - use of

1. Depress clutch.
2. Obtain clutch control.
3. Avoid unjustified "Slipping" of clutch.
4. Avoid unjustified "Riding" of clutch.
5. Avoid unjustified "Coasting".
6. Remove foot completely from clutch pedal except for purpose of gear changing, stopping, justified "Slipping", "Riding" or "Coasting".
7. Disengage clutch completely just before vehicle is brought to a complete standstill, without labouring or stalling engine.

Note A:

When coming to a stop, the brake pedal shall be depressed before disengaging the clutch, in order to prevent coasting. This is not a requirement in stop-start traffic or when stopping on an incline.

Note B:

The foot may not rest on the clutch pedal whilst the vehicle's engine is running except in stop-start traffic.

Note C:

If the applicant "Rides" the clutch during the road test, he/she shall be penalised every 5-8 seconds under:

CLUTCH

(1) Rides

The applicant shall remove his/her foot completely from the clutch pedal after stopping and selecting neutral. Should the applicant not do so, he/she shall be penalised every 5-8 seconds for:

CLUTCH

(1) Rides

Module 12:

**Moving off-
manual transmission**

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirror(s) and appropriate blind spot, if applicable.
3. Signal intention, if applicable.
4. Ensure there is clear space beyond intersection before entering.
5. Ensure intersection is clear before entering.
6. Maintain clear space behind vehicle ahead before moving off. (Approximately 4 - 5 metres)
7. Select gear.
8. Obtain clutch control.
9. Observe.
10. Release parking brake, if applicable.
11. Move off.
12. Accelerate as necessary.
13. Cancel signal, if applicable.

Note A:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Note B:

Observation and gear selection can be done simultaneously.

Note C:

Numbers 7, 8 and 9 may be done in one flowing movement.

Note D:

Observation shall be done before moving off, including during stop-start traffic.

Note E:

During moving off, the applicant shall not cause the wheels of the vehicle to spin. Should the applicant do so, he/she shall be penalised for:

MOVING OFF

- (1) Move

Module 13:

**Moving off-
automatic transmission**

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear view mirror(s) and appropriate blind spot.
3. Signal intention, if applicable.
4. Ensure there is clear space beyond intersection before entering.
5. Ensure intersection is clear before entering.
6. Maintain clear space behind vehicle ahead before moving off. (Approximately 4 - 5 metres)
7. Select gear if necessary.
8. Observe.
9. Release parking brake if applicable.
10. Move off.
11. Accelerate as necessary.
12. Cancel signal, if applicable.

Note A:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Note B:

During any moving off action the applicant shall not cause the wheels of the vehicle to spin. Should the applicant do so, he/she shall be penalised for:

MOVING OFF

- (1) Move

Note C:

Observation shall be done before moving off, including during stop-start traffic.

Module 14:

Steering

1. Position hands on steering wheel in a ten-to-two or quarter-to-three position with palms of hands and thumbs on circumference of steering wheel.
2. Keep both hands on steering wheel except for the purpose of gear changing, signalling or operating controls or devices.
3. Steer in a controlled manner to avoid cutting or negotiating corners or bends too wide.
4. Steer to turn to the left or right by using the push - and - pull method.
5. Steer smoothly.
6. If possible do not wander or straddle lane markings.
7. Adjust position with due regard to moving or stationary hazards.
8. Keep at least one hand on steering wheel at all times.
9. Do not turn steering wheel whilst vehicle is stationary.
10. Counter steer when necessary.

Note A:

The push-and-pull method of steering shall not be required during the yard test.

Note B:

If, during the road test, the applicant continuously makes a steering method fault such as, for example, resting his/her hand on the gear-lever knob, he/she shall be penalised every 5-8 seconds for:

STEERING

- (1) Method

Module 15:

Left turn

1. Check rear-view mirror(s) and blind spot to the left.
2. Signal intention.
3. Check blind spot to the left.
4. Steer to and position vehicle in appropriate lane.
5. Check rear-view mirror(s).
6. Decelerate.
7. Select correct gear.
8. Check blind spot to the left.
9. Steer into appropriate lane.
10. Check rear-view mirror(s) whilst turning to ensure safe follow through of vehicle(s) round the bend.
11. Accelerate smoothly.
12. Cancel signal.
13. Check rear-view mirror(s).

Note A:

Only one attempt shall be allowed.

Note B:

The full dimensions of this manoeuvre may be used, however no boundary lines shall be touched.

Note C:

This manoeuvre only commences once the vehicle is in motion, therefore, should the vehicle stop for any reason after having moved off and before the manoeuvre is completed, a circle shall be drawn around the black block "No att" and the test discontinued.

Note D:

This manoeuvre is completed when the steering axle of the drawing vehicle, is on the left-hand side of the road, adjacent to the 45° line, where it meets the broken centre line.

Module 16:

Reverse in straight line

Position vehicle at starting point.

Apply parking brake.

Select neutral, (or "P" for automatic transmission) and wait for instructions.

1. Select reverse gear.
2. Obtain clutch control.
3. Observe.
4. Release park brake.
5. Move off.
6. Keep vehicle in straight line as indicated, without touching the side boundary lines.
7. Stop where indicated.
8. Apply parking brake.
9. Select neutral, (or "P" for automatic transmission)
10. Release clutch pedal, if applicable.

Note A:

Only one attempt shall be allowed.

Note B:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Note C:

Should the vehicle stop for any reason after having moved off and before the manoeuvre is completed, a circle shall be drawn around the black block "No att" and the test discontinued.

Note D:

Stop with the rear wheels of the vehicle within the 5 metre stopping zone or beyond.

Note E:

Should the incorrect gear be selected when moving off from the starting point, this will not be regarded as an attempt.

Note F:

Should the vehicle coast during this manoeuvre, it shall be regarded as an "Uncontrolled action" and a circle shall be drawn around the black block and the test discontinued.

Module 17:

Alley docking - to the right

Position vehicle at starting point.
Cancel signal, if applicable.
Apply parking brake.
Select neutral, (or "P" for automatic transmission) and wait for instructions.

ENTERING

1. Check rear view mirror(s) and blind spot to right.
2. Signal intention.
3. Select gear.
4. Obtain clutch control. (Manual transmission)
5. Observe.
6. Release parking brake.
7. Move off.
8. Check the blind spot to the left before the vehicle changes direction.
9. Steer into demarcated area, without touching any obstacle.
10. Stop vehicle within demarcated area.
11. Apply parking brake.
12. Select neutral, (or "P" for automatic transmission)
13. Cancel signal.

LEAVING

14. Check rear-view mirror(s) and appropriate blind spot.
15. Signal intention.
16. Select gear.
17. Obtain clutch control. (Manual transmission)
18. Observe.
19. Release parking brake.
20. Steer out of demarcated area, without touching any obstacle.
21. Cancel signal.

Note A:

If this manoeuvre cannot be completed at the 1st attempt as described in item 10, the vehicle shall again be positioned in the original starting point from where a 2nd (final) attempt may be made, provided that no obstacle or boundary line has been touched. (The stopwatch shall not be stopped)

Note B:

Only one forward movement shall be allowed during each attempt.

Note C:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Note D:

In all cases the rear end of the trailer shall at least be passed the 3rd set of obstacles.

Note E:

Regarding

(1) Count st.

is meant that the applicant turns the steering wheel whilst the vehicle is stationary.

Note F:

Should the signal cancel automatically whilst entering or leaving, the applicant shall not be penalised for not reactivating it.

Note G:

Stopping and moving off in the same direction is not regarded as another movement. Stopping is permitted at any stage during a movement, however, an observation shall be done before moving off, if stationary for longer than 5 seconds.

Note H:

Should the incorrect gear be selected when moving off from the starting point, this will not be regarded as an attempt.

Module 18:

Parallel parking - to the left

Position vehicle at starting point.
Cancel signal, if applicable.
Apply parking brake.
Select neutral (or "P" for automatic transmission), and wait for instructions.

ENTERING

1. Check rear-view mirror(s) and blind spot to the left.
2. Signal intention.
3. Select gear.
4. Obtain clutch control. (Manual transmission)
5. Observe.
6. Release parking brake.
7. Move off.
8. Check the blind spot to the right before the vehicle changes direction.
9. Steer into the parking bay without touching any obstacles or mounting the kerb.
10. Counter steer if a 2nd movement forward is required.
11. Stop the vehicle within the demarcated area.
12. Apply parking brake.
13. Select neutral.
14. Cancel signal.

LEAVING

15. Check rear-view mirror(s) and blind spot to the right.
16. Signal intention.
17. Select gear.
18. Obtain clutch control. (Manual transmission)
19. Observe.
20. Release parking brake.
21. Steer out of parking bay without touching any obstacle or mounting the kerb.
22. Cancel signal.

Note A:

Only three movements shall be permissible - that is, a reverse movement into parking bay and two additional movements once the vehicle is at least partially within the parking bay, but without leaving the parking bay completely during these two movements.

Note B:

If this manoeuvre cannot be completed at the 1st attempt as described in item 11, the vehicle shall again be positioned in the starting point from where a 2nd (final) attempt shall be made, provided that no obstacle has been touched or kerb mounted. (The stopwatch shall not be stopped)

Note C:

The number of movements to leave the parking bay shall be unlimited, however, an observation shall be done every time before moving off.
The vehicle shall be driven forwards when leaving the parking bay.
The signal shall be on when leaving the parking bay.

Note D:

Should the signal cancel automatically whilst entering or leaving, the applicant shall not be penalised for not reactivating it.

Note E:

No signal shall be required for movements within the parking bay.

Note F:

The final placement of the complete vehicle is of no importance as long as it is fully within the parking bay.
(Including attachments and mirrors in extended position)

Note G:

Regarding

(1) Count. St.

is meant that

The applicant turns the steering wheel whilst the vehicle is stationary, and

That the applicant does not turn the steering wheel immediately prior to coming to a standstill so that the wheels are not a least straight if a 2nd or 3rd movement is required. (See definition of “counter steer”)

Note H:

Should the vehicle roll, a circle shall be drawn around the black block “Roll” and the test discontinued.

Note I:

Stopping and moving off in the same direction is not regarded as another movement. Stopping is permitted at any stage during a movement, however, an observation shall be done before moving off, if stationary for longer than 5 seconds.

Note J:

Should the incorrect gear be selected when moving off from the starting point, this will not be regarded as an attempt.

Note K:

On completion of the parallel parking, (left and right) the trailer shall again be hitched and coupled to the drawing vehicle, where the examiner shall check the operation of all rear lamps on the trailer before continuing with the test.

Module 19:

Parallel parking - to the right

Position vehicle at starting point.
Cancel signal, if applicable.
Apply parking brake.
Select neutral (or "P" for automatic transmission), and wait for instructions.

ENTERING

1. Check rear-view mirror(s) and blind spot to the right.
2. Signal intention.
3. Select gear.
4. Obtain clutch control. (Manual transmission)
5. Observe.
6. Release parking brake.
7. Move off.
8. Check the blind spot to the left before the vehicle changes direction.
9. Steer into the parking bay without touching any obstacles or the kerb.
10. Counter steer if a 2nd movement forward is required.
11. Stop the vehicle within the demarcated area.
12. Apply parking brake.
13. Select neutral.
14. Cancel signal.

LEAVING

15. Check rear-view mirror(s) and blind spot.
16. Signal intention.
17. Select gear.
18. Obtain clutch control. (Manual transmission)
19. Observe.
20. Release parking brake.
21. Steer out of parking bay without touching any obstacles or the kerb.
22. Cancel signal.

Note A:

Only three movements shall be permissible - that is, a reverse movement into parking bay and two additional movements once the vehicle is at least partially within the parking bay, but without leaving the parking bay completely during these two movements.

Note B:

If this manoeuvre cannot be completed at the 1st attempt as described in item 11, the vehicle shall again be positioned in the starting block from where a 2nd (final) attempt shall be made. (The stopwatch shall not be stopped)

Note C:

The number of movements to leave the parking bay shall be unlimited, however, an observation shall be done every time before moving off.

The vehicle shall be driven forwards when leaving the parking bay.

The signal shall be on when leaving the parking bay.

Note D:

Should the signal cancel automatically whilst entering or leaving, the applicant shall not be penalised for not reactivating it.

Note E:

No signal shall be required for movements within the parking bay.

Note F:

The final placement of the complete vehicle is of no importance as long as it is fully within the parking bay.
(Including attachments and mirrors in extended position)

Note G:

Regarding

(1) Count. St.

is meant that

The applicant turns the steering wheel whilst the vehicle is stationary, and

That the applicant does not turn the steering wheel immediately prior to coming to a standstill so that the wheels are not a least straight if a 2nd or 3rd movement is required. (See definition of “counter steer”)

Note H:

Should the vehicle roll, a circle shall be drawn around the black block “Roll” and the test discontinued.

Note I:

Stopping and moving off in the same direction is not regarded as another movement. Stopping is permitted at any stage during a movement, however, an observation shall be done before moving off, if stationary for longer than 5 seconds.

Note J:

Should the incorrect gear be selected when moving off from the starting point, this will not be regarded as an attempt.

Note K:

On completion of the parallel parking, (left and right) the trailer shall again be hitched and coupled to the drawing vehicle, where the examiner shall check the operation of all rear lamps on the trailer before continuing with the test.

Module 20:

Incline start - manual transmission

1. Stop where indicated without allowing the vehicle to move backwards.
2. Apply parking brake.
3. Select neutral.
4. Check rear view mirror(s) and appropriate blind spot, if applicable.
5. Signal intention, if applicable.
6. Select gear.
7. Obtain clutch control.
8. Observe.
9. Release parking brake.
10. Move off without rolling back.
11. Cancel signal, if applicable.

Note A:

If the vehicle is equipped with a foot operated parking brake, the sequence shall be to select neutral with the service brake depressed and then to apply the parking brake.

Note B:

Should the applicant spin the wheels when moving off, he/she shall be penalised for:

INCLINE START

- (1) Move

Note C:

Only one attempt shall be permitted.

Note D:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Module 21:

**Incline start -
automatic transmission**

1. Stop where indicated not allowing the vehicle to move backwards.
2. Apply parking brake.
3. Check rear view mirror(s) and appropriate blind spot, if applicable.
4. Signal intention, if applicable.
5. Observe.
6. Release parking brake.
7. Move off without rolling back.
8. Cancel signal, if applicable.

Note A:

Should an applicant not select neutral, he/she shall not be penalised. It shall be expected of him/her to use the parking brake.

Note B:

Should the applicant spin the wheels when moving off he/she shall be penalised for:

INCLINE START

- (1) Move

Note C:

Only one attempt shall be permitted.

Note D:

Should the vehicle roll, a circle shall be drawn around the black block "Roll" and the test discontinued.

Module 22:

Speed control

1. Check rear view mirror(s).
2. Adjust speed (select appropriate gear) as required in accordance with traffic pattern, gradient of the road, road surface, visibility and speed restriction.
3. Accelerate, if necessary.
4. Decelerate, if necessary.
5. Brake, if necessary.

Note A:

If the speed of the vehicle increases considerably without application of the accelerator and if continuous use of the service brake is necessary, brake to the appropriate speed before a lower gear is engaged in order to minimise an increase in speed.

Repeat this procedure as necessary.

Avoid selecting a lower gear to assist or replace braking, in order to reduce the speed of the vehicle.

Note B:

If during the road test, the applicant drives too slowly for the circumstances, he/she shall be penalised every 5 - 8 seconds for:

SPEED CONTROL

- (5) Slow.

Module 23:

**Gear changing - up
(manual transmission)**

1. Maintain speed.
2. Place left foot on clutch pedal.
3. Start depressing clutch approximately to contact point.
4. Release accelerator pedal smoothly and completely whilst depressing clutch pedal completely.
5. Place right foot on accelerator pedal.
6. Select gear.
7. Replace hand to appropriate position on steering wheel.
8. Start releasing clutch pedal slowly and smoothly to contact point.
9. Depress accelerator pedal smoothly and progressively whilst releasing clutch pedal completely.
10. Remove foot completely from clutch pedal.

Note A:

Gears should be changed, where possible, whilst travelling on a straight course.

Note B:

Numbers 3, 4, 5 and 6 may be done in one flowing movement.

Note C:

Numbers 8, 9 and 10 may be done in one flowing movement.

Module 24:

Gear changing - down (manual transmission)

1. Check rear view mirror(s).
2. Release accelerator pedal smoothly.
3. Brake if necessary to appropriate speed for circumstances. (Braking shall be completed before a lower gear may be selected)
4. Remove right foot completely from brake pedal.
5. Place right foot accelerator pedal.
6. Depress clutch pedal fully.
7. Select gear.
8. Replace hand to appropriate position on steering wheel.
9. Start releasing clutch pedal slowly and smoothly to contact point.
10. Depress accelerator pedal smoothly and progressively whilst releasing clutch pedal completely.
11. Remove foot from clutch pedal.

Note A:

If the speed of the vehicle increases considerably without application of the accelerator and if continuous use of the service brake is necessary, brake to the appropriate speed before a lower gear is engaged in order to minimise an increase in speed.

Repeat this procedure as necessary.

Should an applicant fail to select a lower gear with a 2nd attempt, it shall be regarded as coasting.

Avoid selecting a lower gear to assist or replace braking in order to reduce the speed of the vehicle.

Note B:

Gears should be changed, where possible, whilst travelling on a straight course.

Note C:

An appropriate gear shall be selected before descending a steep gradient.

Note D:

If an ascending gradient is being negotiated where road speed reduces despite continuous application of the accelerator pedal, then the change down to a lower gear shall be carried out before the speed drops to a point where the use of the lower gear will not serve its purpose or the engine starts laboring.

Module 25:

**Gear changing - up
(automatic transmission) (manual selection)**

1. Maintain speed.
2. Select gear.
3. Replace hand to appropriate position on steering wheel.
4. Accelerate.

Note A:

Manual selection should only be necessary if a lower gear is required, in order to negotiate a steep decline.

Note B:

Gears should be changed, where possible, whilst traveling on a straight course.

Module 26:

**Gear changing - down
(automatic transmission) (manual selection)**

1. Check rear view mirror(s).
2. Release accelerator pedal smoothly.
3. Brake if necessary to appropriate speed for circumstances. (Braking shall be completed before gear changing down)
4. Select gear.
5. Replace hand to appropriate position on steering wheel.

Note A:

If the speed of the vehicle increases considerably without application of the accelerator and if continuous use of the service brake is necessary, brake to the appropriate speed before a lower gear is engaged in order to minimise an increase in speed.

Repeat this procedure as necessary.

Avoid selecting a lower gear to assist or replace braking in order to reduce the speed of the vehicle.

Note B:

Gears should be changed, where possible, whilst travelling on a straight course.

Note C:

An appropriate gear shall be selected before descending a steep gradient.

Module 27:

Following other vehicles

1. Obtain and where possible, maintain a minimum 3 second following distance.
2. Under adverse conditions such as rain, slippery surface, poor visibility or when being followed too closely, the following distance shall be increased.

Note A:

Should the applicant fail to maintain the minimum following distance of three (3) seconds, he/she shall then be penalised every 5 - 8 seconds for:

SPEED CONTROL

(5) Fol. dist

Module 28:

Lane changing

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirror(s) and appropriate blind spot.
3. Signal intention.
4. Check appropriate blind spot.
5. Steer to selected lane, if safe.
6. Cancel signal.

Note A:

Changing lanes within an intersection should be avoided.

Note B:

Where more than one lane is changed in one movement, the appropriate blind spot shall be checked prior to crossing each lane-line.

Note C:

In the sketches below:

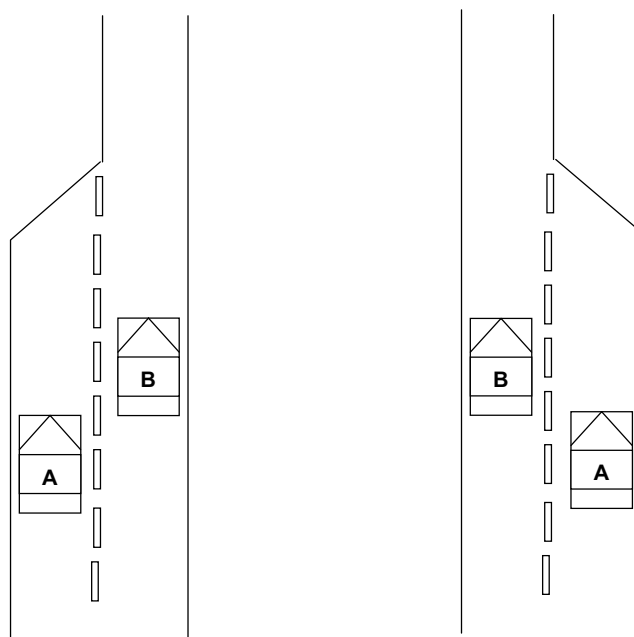
Vehicle "A" shall be required to do a lane change.

Vehicle "B" shall be required to do a blind spot check to the appropriate side.

Should the driver of vehicle "B" fail to do a blind spot check, he/she shall be penalised for:

STEERING

(5) Obs



Module 29:

Stopping - in traffic (manual transmission)

1. Check rear view mirror(s).
2. Decelerate.
3. Brake timeously smoothly and progressively without locking wheels and in complete control, keeping both hands on the steering wheel.
4. Select a lower gear, if required.
5. Disengage clutch just before vehicle is brought to a complete standstill, without laboring or stalling the engine.
6. Obtain and/or maintain clear space behind or alongside obstruction or road user, where applicable. (Approximately 4 - 5 metres behind the vehicle ahead)
7. Stop in accordance with road traffic signs, signals, rules and markings.
8. Apply parking braye, if necessary.
9. Select neutral, if necessary.

Note A:

The parking brake should be applied when stationary for any length of time or where there is a possibility of rolling, but may not be necessary depending upon traffic signs, stop/start progress of traffic and gradient of the road.

Note B:

Neutral should be selected when stationary for any length of time, but this may not be necessary depending on traffic signals and stop/start progress of traffic.

Should the applicant stop for a shorter period than it would take to apply the parking brake and select neutral, he/she shall not be penalised for failing to apply the parking brake and selecting neutral.

Note C:

If the vehicle is equipped with a foot-operated parking brake, the sequence shall be to select neutral, with the service brake depressed and then to apply the parking brake.

Note D:

When coming to a stop, the brake pedal shall be depressed before disengaging the clutch in order to prevent coasting. This is not a requirement in stop-start traffic or when stopping on an incline.

Module 30:

**Stopping - in traffic
(automatic transmission)**

1. Check rear-view mirror(s).
2. Decelerate.
3. Brake timeously, smoothly and progressively without locking wheels and in complete control, keeping both hands on the steering wheel.
4. Obtain and/or maintain a clear space behind or alongside obstructions or other road user, where applicable. (Approximately 4 - 5 metres behind the vehicle ahead)
5. Stop in accordance with road traffic signs, signals, rules and markings.
6. Maintain pressure on brake pedal.
7. Apply parking brake, if necessary.

Note A:

The parking brake should be applied when stationary for any length of time or where there is a possibility of rolling but may not be necessary depending upon traffic signals, stop/start progress of traffic and the gradient of the road.

Note B:

If the vehicle is equipped with a foot-operated parking brake, the sequence shall be to select neutral, with service brake depressed and then to apply the parking brake.

Module 31:

Stopping - for parking (manual transmission)

1. Check rear view mirror(s) and appropriate blind spot.
2. Signal intention.
3. Check appropriate blind spot, if applicable.
4. Position vehicle, if necessary.
5. Check rear view mirror(s).
6. Decelerate.
7. Brake.
8. Select a lower gear, if required.
9. Disengage clutch just before vehicle is brought to a complete standstill, without laboring or stalling the engine.
10. Obtain and/or maintain a clear space behind or alongside obstruction or other road user, where applicable.
11. Stop in accordance with road traffic signs, signals, rules and markings.
12. Apply parking brake.
13. Select neutral.
14. Release clutch pedal.
15. Cancel signal and switch off accessories, if applicable.
16. Switch off engine.
17. Check rear view mirror(s) and blind spots before opening doors.

Note A:

Turn the front wheels in the direction of the kerb as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

Note B:

Having switched off engine, an appropriate gear should be selected as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

This procedure is not recommended in the case of a diesel vehicle.

Note C:

If a turbo is fitted, refer to operators manual.

Note D:

A combination of vehicles may be "cranked" when parking, in order to limit clutch slipping and wear when moving off, as long as this action can be done with complete safety.

Note E:

If the vehicle is equipped with a foot-operated parking brake the sequence shall be to select neutral, with service brake depressed and then to apply the parking brake.

Module 32:

Stopping - for parking (automatic transmission)

1. Check rear view mirror(s) and appropriate blind spot.
2. Signal intention.
3. Check appropriate blind spot, if applicable.
4. Position vehicle, if necessary.
5. Check rear view mirror(s).
6. Decelerate.
7. Brake.
8. Obtain and/or maintain a clear space behind or alongside obstruction or other road user.
9. Stop in accordance with road traffic signs, signals, rules and markings.
10. Apply parking brake.
11. Select "P" position.
12. Cancel signal and switch off accessories, if applicable.
13. Switch off engine.
14. Check rear view mirror(s) and blind spots before opening doors.

Note A:

Turn the front wheels in the direction of the kerb as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

Note B:

If a turbo is fitted, refer to operators manual.

Note C:

A combination of vehicles may be "cranked" when parking, in order to limit clutch slipping and wear when moving off, as long as this action can be done with complete safety.

Note D:

If the vehicle is equipped with a foot-operated parking brake the sequence shall be to select neutral, with service brake depressed and then to apply the parking brake.

Module 33:

Traffic control signal

1. Check rear view mirror(s) and appropriate blind spot, if applicable.
2. Signal intention, if necessary.
3. Obey traffic control signal.
4. Check rear view mirror(s), if necessary.
5. Decelerate or brake, if necessary.
6. Select gear, if necessary.
7. Stop, if necessary.
8. Select gear, if necessary.
9. Observe, if necessary.
10. Move off/proceed, if safe.

Note A:

Traffic control signals are directions given by police or traffic officers in uniform, members of a scholar patrol, road work-men, persons leading, riding or driving bovine animals, signal-men at level crossings and drivers of emergency vehicles sounding a device or bell.

Note B:

For traffic lights, see Modules 40 - 44.

Note C:

For scholar patrols, see Module 37.

Module 34:

Intersections - turning left

1. Check rear-view mirror(s) and blind spot to left.
2. Signal intention.
3. Obey all road traffic signs, signals, rules and markings.
4. Check blind spot to the left, if applicable.
5. Position vehicle in lane, if necessary.
6. Check rear-view mirror(s).
7. Decelerate, if necessary.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Yield to pedestrians, if necessary.
11. Stop, if necessary.
12. Select gear, if necessary.
13. Observe, if applicable.
14. Move off/proceed, if necessary.
15. Check blind spot to left, if applicable.
16. Steer into appropriate lane, obeying all road traffic signs, signals, rules and markings.
17. Check rear view mirror(s) whilst turning to ensure safe follow through of vehicle.
18. Accelerate, as necessary.
19. Cancel signal.

Note A :

A blind spot check shall be made just before changing direction. Should the applicant have steered to the left before stopping, it is unnecessary to check the blind spot again after moving off. The observation for moving off shall be sufficient.

Module 35:

Intersections - turning right

1. Check rear-view mirror(s) and blind spot to the right.
2. Signal intention.
3. Obey all road traffic signs, signals, rules and markings.
4. Check blind spot to the right, if applicable.
5. Position vehicle in lane, if necessary.
6. Check rear-view mirror(s).
7. Decelerate, if necessary.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Yield to approaching traffic and/or pedestrians, if necessary.
11. Stop, if necessary.(Ensure that wheels are straight where possible or applicable)
12. Select gear, if necessary.
13. Observe, if applicable.
14. Move off/proceed, if necessary.
15. Check blind spot to right, if applicable.
16. Steer into appropriate lane, obeying road traffic signs, signals, rules and markings.
17. Check rear view mirror(s) whilst turning to ensure safe follow through of vehicle.
18. Accelerate, as necessary.
19. Cancel signal.

Note A:

Position vehicle as close as possible towards centre of intersection prior to turning with due safety and consideration for approaching vehicles.

Note B:

Should the traffic signal change, the vehicle waiting within such intersection shall be given the opportunity to leave, when safe to do so.

Note C:

A blind spot check shall be made just before changing direction **after moving off**. Should the applicant have steered to the right before stopping, it is unnecessary to check the blind spot again after moving off. The observation for moving off shall be sufficient.

Module 36:

Intersections - proceeding straight

1. Check rear view mirror(s).
2. Obey all traffic signs, signals, rules and markings.
3. On approach, look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
4. Select gear, if necessary.
5. Proceed.

Note A:

It is not necessary for the driver to turn his/her head to look right and left when he/she has a clear view of the intersection or when approaching public entrances and exits, such as filling stations and shopping centres.

Note B:

The applicant shall be penalised should he/she only check to the right and left after entering the intersection or passing public entrances and exits, such as filling stations and shopping centres.

Module 37:

Intersections - stop signs

1. Check rear view mirror(s).
2. Decelerate.
3. Brake.
4. Select gear, if necessary.
5. Stop.
6. Apply parking brake, if necessary.
7. Select neutral, if necessary.

Note A:

At a four way stop, yield to pedestrians and vehicles, which arrived at the intersection first.

Note B:

At a scholar patrol crossing, only proceed when the stop sign has been removed and if safe to do so.

Module 38:

Intersections - yield signs

1. Check rear-view mirror(s).
2. On approach, look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Apply parking brake, if applicable.
9. Select neutral, if applicable.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Module 39:

Intersections - uncontrolled

1. Check rear-view mirror(s).
2. On approach, look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Apply parking brake, if applicable.
9. Select neutral, if applicable.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Module 40:

**Intersections - traffic lights
(flashing red)**

1. Check rear view mirror(s).
2. Decelerate.
3. Brake.
4. Select gear, if necessary.
5. Stop.
6. Apply parking brake, if necessary.
7. Select neutral, if necessary.

Note A:

A flashing red arrow indicates that traffic may proceed in that direction after having stopped and ensuring that it is safe to do so, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 41:

**Intersections - traffic lights
(steady red)**

1. Check rear view mirror(s).
2. Decelerate.
3. Brake.
4. Select gear, if necessary.
5. Stop.
6. Apply parking brake, if necessary.
7. Select neutral, if necessary.

Note A:

A flashing green arrow in conjunction with a steady red, indicates that traffic may proceed in the direction of the arrow, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 42:

**Intersections - traffic lights
(green)**

1. Check rear-view mirror(s).
2. On approach, look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position vehicle, if necessary.
5. Check rear-view mirror(s), if necessary.
6. Brake, if necessary.
7. Select gear, if necessary.
8. Stop, if necessary.
9. Observe, if applicable.
10. Move off/proceed, if safe.

Note A:

A flashing green arrow in conjunction with a steady red, indicates that traffic may proceed in the direction of the arrow, subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Note B:

A steady green arrow indicates that traffic may proceed in that direction subject to the right of way of pedestrians and vehicular traffic lawfully within the intersection.

Module 43:

**Intersections - traffic lights
(flashing amber)**

1. Check rear-view mirror(s).
2. On approach, look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Apply park brake, if applicable.
9. Select neutral, if applicable.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Note A:

Right of way shall be given to traffic which was first to stop.

Module 44:

**Intersections - traffic lights
(steady amber)**

1. Check rear view mirror(s).
2. Decelerate.
3. Brake.
4. Select gear, if necessary.
5. Stop.
6. Apply parking brake, if necessary.
7. Select neutral, if necessary.

Note A:

The vehicle shall be brought to a controlled stop unless it is so close to the stop line when the amber light appears that it cannot safely be brought to a stop behind the stop line or if stopping would endanger other road users.

Module 45:

Intersections - roundabout (traffic circle)

1. Check rear-view mirror(s).
2. Obey all road traffic signs, signals, rules and markings.
3. Yield to traffic from the right and/or pedestrians, unless otherwise directed by road traffic signs or signals.
4. Decelerate, if necessary.
5. Brake, if necessary.
6. Select appropriate gear, if necessary.
7. Proceed, if safe.
8. Stop, if necessary.
9. Apply parking brake, if necessary.
10. Select neutral, if necessary.
11. Select gear, if necessary.
12. Observe, if applicable.
13. Release parking brake, if applicable.
14. Move off, if safe.

Note A:

If intending to take the first exit from the roundabout, the signal (left) shall be activated on the approach to the roundabout. When intending to leave the roundabout at any subsequent exit, the signal (left) shall be activated in good time prior to such exit. (When the signal has been activated, the first exit shall be taken)

Unless otherwise required by road traffic signs, all combination of motor vehicles shall remain in the left lane of a roundabout to eliminate blind spots to the left.

Note B:

MINI-CIRCLE

- (i) In the case of a mini-circle in an intersection, a signal to the left or to the right, depending on the intended direction of travel, shall be given. When no change of direction is intended, no signal is necessary.
- (ii) Right of way shall be given to traffic crossing the yield line first.

Note C:

Check rear view mirror(s) whilst turning to ensure safe follow through of vehicle(s).

Module 46:

**Block pedestrian crossing -
uncontrolled**

1. Check rear-view mirror(s).
2. On approach, look left and right for pedestrians crossing or intending to cross.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Apply parking brake, if necessary.
9. Select neutral, if necessary.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Module 47:

Level crossings - guarded

1. Check rear-view mirror(s).
2. On approach, look right and left for rail traffic.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary.
8. Apply parking brake, if necessary.
9. Select neutral, if necessary.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Module 48:

Level crossing - unguarded

1. Check rear-view mirror(s).
2. On approach, look right and left for rail traffic.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select appropriate gear, if necessary.
6. Proceed, if safe.
7. Stop, if necessary, at a safe distance or at least 5 metres from the nearest rail.
8. Apply parking brake, if necessary.
9. Select neutral, if necessary.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Release parking brake, if applicable.
13. Move off, if safe.

Module 49:

**Overtaking -
to the left of a hazard**

1. Obtain a safe following/approaching distance.
2. Obey all road traffic signs, signals, rules and markings.
3. Check blind spot to the left, if applicable.
4. Steer and position vehicle towards the left without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirror(s) and blind spot to the left.
6. Signal intention.
7. Check rear-view mirror(s), if applicable.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot to the left.
11. Steer further to the left, if safe, to allow safe clear space between vehicle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirror(s) and blind spot to the right before signalling if intending to return to the right.

Note A:

Adequate clear space shall be obtained before returning.

Module 50:

**Overtaking -
to the right of a hazard**

1. Obtain a safe following/approaching distance.
2. Obey all road traffic signs, signals, rules and markings.
3. Check blind spot to the right, if applicable.
4. Steer and position vehicle towards the right without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirror(s) and blind spot to the right.
6. Signal intention.
7. Check rear-view mirror(s), if applicable.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot to the right.
11. Steer further to the right, if safe, to allow safe clear space between vehicle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirror(s) and blind spot to the left before signalling if intending to return to the left.

Note A:

Adequate clear space shall be obtained before returning.

Module 51:

**Being overtaken -
on the left hand side**

1. Check rear-view mirror(s) and blind spot to the right.
2. Steer and position vehicle in centre of traffic lane or as far right as is safe.
3. Do not accelerate whilst being overtaken.

Note A:

An applicant shall not be penalised should he/she fail to drive in the left lane of a multi-lane road, (in one direction) except on a freeway.

Module 52:

**Being overtaken -
on the right hand side**

1. Check rear-view mirror(s) and blind spot to the left.
2. Steer and position vehicle in centre of traffic lane or as far left as is safe.
3. Do not accelerate whilst being overtaken.

Note A:

Should the applicant cause his/her vehicle to increase speed, whilst being overtaken on the right hand side, on a roadway with two-way traffic, a circle shall be drawn around the black block "VIOLATION OF TRAFFIC LAW" and the test discontinued.

Module 53:

Freeways - entering

1. Select appropriate lane of the on-ramp.
2. Check rear-view mirror(s) and appropriate blind spot.
3. Signal intention, if applicable.
4. Accelerate, if necessary.
5. Check rear-view mirror(s), if applicable.
6. Decelerate, if necessary.
7. Brake, if necessary.
8. Yield in accordance with traffic pattern, road traffic signs, signals, rules and markings.
9. Stop, if necessary.
10. Select gear, if necessary.
11. Observe, if applicable.
12. Move off/proceed, if necessary.
13. Check the necessary blind spots.
14. Merge with traffic and obtain sufficient clear space.
15. Cancel signal.

Note A:

Drive between edge lines of the on-ramp.

Note B:

Do not overtake on a single lane on-ramp.

Note C:

A left and right blind spot check shall be done upon entering a freeway.

Note D:

Additional blind spot checks for a safe gap may be necessary.

Module 54:

Freeways - exiting

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirror(s) and appropriate blind spot.
3. Signal intention.
4. Check blind spots to the right and left.
5. Maintain speed where possible and enter off-ramp.
6. Cancel signal.
7. Check rear-view mirror(s).
8. Decelerate, if necessary.

Note A:

Drive between edge lines of the off-ramp.

Note B:

Do not overtake on a single lane off-ramp.

Module 55:

**Freeways -
passing off and on ramps**

Off - ramp:

1. On approach, check rear-view mirror(s).
2. Check appropriate blind spot(s).

On - ramp:

1. On approach, check rear-view mirror(s).
2. Check appropriate blind spot(s).
3. Adjust speed and position to facilitate entry of vehicles about to join freeway, if necessary.

Note A:

Should the applicant not check the blind spot when passing an off-ramp or on-ramp, the error shall be marked for:

FREEWAYS

| | | | | | | | |
|-----|--------------|-----|--|----|-------|--|----|
| (5) | Bl. Sp | Ent | | Ex | | <table border="1"><tr><td>10</td></tr></table> | 10 |
| 10 | | | | | | | |

7. GLOSSARY

| Feature | Definition | Qualification |
|------------------------|---|--|
| Acceleration | Act of causing the vehicle to gain speed by depressing the accelerator. | Accelerator should be depressed smoothly and progressively to avoid sudden and harsh acceleration which results in uneven jerky movements. |
| Actual time | This is the actual time of the day in hours and minutes, when the yard and/or the road test commenced. | The examiner shall enter this time on the test report in the applicable block. |
| Approaching distance | The distance from which the over-taking procedure is commenced in order to pass a stationary or moving hazard. | The higher the speed, the greater the distance required from the stationary or moving hazard, when the overtaking procedure is commenced. |
| Attempt | A single effort in one direction starting from an indicated position moving completely into another indicated area. | In the case of parallel parking, two additional movements shall be allowed, once the vehicle is at least partially within a parking bay, but without leaving the parking bay completely during these two movements. |
| Blind spots | Areas on either side of a vehicle not visible to a driver, even with the aid of rear-view mirror(s). | Blind spots can only be eliminated by turning the head sufficiently in order to observe areas not otherwise visible - i.e. by looking over the shoulder to the left or right. |
| Blind spot to the left | Area on the left side of a vehicle not visible to a driver, even with the aid of the left rear-view mirror. | In the case of an enclosed cab, the left blind spot can only be eliminated by leaning forward when looking into the left rear-view mirror. |
| Braking | Act of causing a vehicle to reduce speed by application of the service-brake. (Foot-brake) | The service/foot brake should be applied timeously, smoothly and progressively using the right foot, without locking wheels while keeping both hands on the steering wheel in order that the vehicle is kept under control. Braking should, where possible, be applied on a straight course. A lower gear shall not be selected in order to replace or assist braking to reduce the speed of the vehicle. When braking is necessary it shall be completed before selecting a lower gear. |
| Bumps kerb | When a wheel, tyre or any part of a vehicle comes into contact with the kerb. | |
| Cancel signal | See Signal ... cancel | |
| Clear space | Areas surrounding the vehicle which allow manoeuvring room in which to take evasive action, if necessary. | Clear space should be ensured around the vehicle when passing, overtaking, following, merging or stopping behind or alongside vehicles or objects. |

| Feature | Definition | Qualification |
|-----------------------|---|--|
| Clutch ... control | Using the clutch pedal to obtain clutch contact point, also known as friction point. | This is when the fly-wheel, clutch/driven plate and pressure plate meet, which transfers engine power to the rest of the transmission in order to move. The clutch pedal shall be released smoothly in order to obtain contact point without jerking. Clutch control shall be obtained for moving off and when changing gears. |
| Clutch ...coasting | See Coasting | |
| ...disengage | See Disengage | |
| ...rides | Resting the foot on the clutch pedal whilst vehicle is in motion or keeping the clutch depressed whilst the vehicle is stationary for any length of time. | Since it causes excessive wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic or where it could be justified. |
| ...slips | Holding the clutch at the friction point so that the power from the engine is only partially transmitted to the wheels. | Since it causes abnormal wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic or where it could be justified. |
| Coasting | Driving a vehicle with the clutch depressed or in neutral, disconnecting the engine from the driving wheels. | Since it reduces control of the vehicle and could cause undue wear of the clutch release bearing, it should be restricted to short distances just before coming to a standstill, where it could be justified. Neutral shall never be selected whilst the vehicle is in motion. |
| Collision | Touching any moving or stationary hazard with a vehicle. | Should any obstacle/object be touched, other than that for the specific manoeuvre being conducted, it shall be regarded as a collision. |
| Counter steer | See Steering ... counter steer | |
| Cranked | To crank (bend) a combination of vehicles at the coupling. | The combination of vehicles is bent at the coupling, so that the full weight of the trailer is not immediately taken up by the drawing vehicle when moving off, so as to limit clutch slipping and wear. |
| Cutting | See Steering ... cutting | |
| Dangerous actions | See Uncontrolled/Dangerous action | |
| Decelerate | Causing a vehicle to reduce speed by releasing the accelerator only. | The accelerator should be released timeously and gradually to ensure smooth reduction of speed. |

| Feature | Definition | Qualification |
|--------------------|---|---|
| Disengage | Depressing the clutch pedal to disconnect the engine from the transmission. | The clutch pedal should be depressed timeously and completely in order to select a gear or bring the vehicle to a standstill without stalling or laboring the engine. |
| Driving position | The position directly behind the steering wheel which enables a driver to operate the controls of a vehicle safely and efficiently. | The distance from the steering wheel should preferably enable the knee to be slightly bent when the clutch is fully depressed. The arms should be slightly bent when the hands are placed in the twelve o'clock position on the steering wheel. |
| Duration | The rounded off time of the "Stopwatch" time, to full minutes for both the Yard and Road Tests. | <ul style="list-style-type: none"> • Yard Test - The time in seconds recorded in the "Stopwatch" block shall be ignored. • Road Test - The time in seconds recorded in the "Stopwatch" block shall be rounded off to the next full minute. |
| Examiner | An examiner for driving licences as contemplated in the Road Traffic Act. | A person who has been appropriately trained, graded, registered and appointed as an examiner for driving licences. |
| Fast | See Too fast | |
| Following distance | The safe space to be maintained between one vehicle following another. | It is determined when the rear of the vehicle ahead passes a fixed reference point - e.g.: lamp post, road sign, mark on the road etc., by the driver of the vehicle directly behind counting "2001, 2002, 2003". The front of the vehicle should not reach the same point of reference before this count is completed. Under adverse conditions such as rain, slippery surface, poor visibility etc. the distance should be increased. |

| Feature | Definition | Qualification |
|--------------------------------------|---|---|
| Gear changing | Selecting of the gear which will allow the engine to operate at efficient R.P.M. whilst the road speed of the vehicle suits the situation. | The appropriate gear should be selected before moving off and before negotiating a hazard in order that the necessary acceleration can be applied. A lower gear should be selected to minimise the increase of vehicle speed on a decline or to maintain a suitable speed on an incline. The appropriate gear should be selected smoothly without grating and in accordance with engine speed, whilst keeping the eyes on the road. Having completed gear selection, the hand shall be returned to the steering wheel, and the foot then removed from the clutch pedal. Where possible gears should be selected whilst the vehicle is on a straight course. If braking is necessary it should be completed before selecting a lower gear. |
| Gear... automatic transmission | A motor vehicle not fitted with a device known as a clutch to enable the vehicle to be put into motion from a stationary position. | |
| Gear... manual transmission | A motor vehicle fitted with a device known as a clutch, in order to put the vehicle into motion from a stationary position. | |
| Hazard | Vehicles, persons, animals, objects or substances which could cause damage or injury and could necessitate changing speed and/or direction. | Moving hazards constitute vehicles, persons, animals etc. Fixed hazards constitute intersections, roundabouts, lamp posts, trees, curves, potholes, rain, dust, smoke etc. |
| In good time | See Signal ... in good time. | |
| Intersection | A junction of two or more streets or roads meeting one another at any angle, whether or not one road crosses the other. | A road, meeting a roundabout or roads meeting one another at any angle are regarded as intersections. |
| Lane changing | Changing position of a vehicle on a roadway from one lane to another by means of steering. | Lanes should only be changed after observation and the appropriate signal has been given. |
| Loss of control | A situation when a driver has no influence over the speed or direction of a vehicle. | Excessive speed, erratic or harsh steering, braking or acceleration causing a vehicle to deflect from a straight course or the wheels to skid without corrective action being effective. |

| Feature | Definition | Qualification |
|--------------------------|---|--|
| Maximum rear-view vision | Optimum vision directly to the rear and to the left and right rear of a vehicle. | Rear vision shall be optimised by adjusting the interior rear view mirror to give the most complete picture of the traffic situation to the rear through the rear window. The exterior mirrors shall be adjusted so that a small portion of the rear-most part of the body of the vehicle is visible in the inner side of the mirror. |
| Minor defects | Defects which occurred to the vehicle whilst on route to the driving licence testing centre. | Tyres, brakes and steering defects shall not be regarded as minor defects. |
| Mirror(s) | A device to assist the driver to have a view to the rear. | Should a vehicle have a centrally situated interior rear view mirror with a clear view to the rear, it will not be necessary to look into the outside mirror(s). Should the driver not have a clear view in the centrally fitted interior rear view mirror or has no such mirror fitted, the exterior side rear view mirror(s) shall be used. |
| Mounts kerb | When at least one or more wheels of the vehicle is not in contact with the road surface but is on the kerb or sidewalk. | |
| Moving off | To set a vehicle into motion from a stationary position. | Only when safe and in accordance with road traffic signs, signals, rules and markings, move the vehicle from a stationary position smoothly and progressively and without engine laboring. Ensure there is clear space beyond the intersection before moving off. Ensure an intersection is clear before entering. |
| Needless | See Stopping ...needless | |
| Observe | To look in all directions for hazards and potential hazards. | Observation includes the use of mirror(s) and blind spot checks to determine whether it is safe to the rear, front and sides. An observation can commence from either the left or right blind spot. Eyes shall not be taken from the road unnecessarily. |
| Obstacles | | Equipment being used to demarcate manoeuvre. |
| Obstructions | | Vehicles, persons, animals, objects or substances which may cause damage or injury and may necessitate changing speed and/or direction. Obstructions could be inside or outside a vehicle. |

| Feature | Definition | Qualification |
|------------------------|--|---|
| Overtaking | Passing a stationary or moving hazard traveling in the same direction. | Passing oncoming traffic is not regarded as overtaking. |
| Parking brake | Known as the handbrake or a device used in the ordinary course of events to keep a vehicle stationary. | To be applied using the release mechanism when parked or stopped for any length of time, or where there is a possibility of rolling. The parking brake should not be applied while the vehicle is in motion except in the case of a service brake failure. To determine whether the vehicle will remain stationary with the parking brake applied, the service brake should be released slowly. |
| Physical disability | A physical feature of a driver which may prevent the safe control of a vehicle. | A disability necessitating a vehicle to be specially adapted, or the driver to make use of an aid in order that the controls can be operated efficiently and the vehicle driven safely. |
| Positioning of vehicle | Placing a vehicle in the safest location on a roadway in relation to an actual or potential hazard and in compliance with road traffic signs, signals, rules and markings. | When changing from one longitudinal position to another where there are no road traffic markings, the same procedure as for lane changing shall be followed. |
| Release mechanism | A device whereby the parking brake or the seat belt buckle of a vehicle can be released. | The release mechanism shall be used when applying the parking brake to avoid wear or strain. |
| Riding clutch | See Clutch ... riding | |
| Roll | Uncontrolled motion of the vehicle from a stationary position. | By roll, it is meant, the movement of the vehicle in the direction opposite to that which was intended. |
| Seat | See Driving position | |
| Signal ... cancel | Discontinuing a driving signal once a manoeuvre has been completed or presence has been established. | |
| ... driving | Means of warning other road users of intention or presence. | Driving signals are direction indicators, horn, stop lights, headlamps, and hand signals. Rear-view mirror(s) and/or blind spots, when applicable, shall be checked before activating the signal. |
| ... in good time | Sufficient time to enable other road users to react, if necessary, to the given signal before the manoeuvre is carried out. | Signals shall not be given too early which could result in them being misinterpreted or misleading. |

| Feature | Definition | Qualification |
|------------------------------|--|---|
| ...sufficient duration | A period long enough to enable other road users to react to the signal if necessary. | |
| Slipping clutch | See Clutch ... slipping | |
| Slow | See Too slow | |
| Steering ...counter steer | Turning the steering wheel in a direction opposite to the direction of travel so that the wheels are at least straight immediately prior to coming to a standstill. | Counter steering shall be applied to avoid wear to tyres and the steering mechanism, and to complete a manoeuvre with greater ease. The steering wheel shall not be turned whilst the vehicle is stationary. |
| ...cutting | Steering of a vehicle in such a manner when negotiating a bend or corner that it may, unless unavoidable, result in touching the kerb, shoulder of the roadway or lane marking when turning to the left or encroaching onto the right-hand portion of the roadway when turning to the right. | In the case of an articulated or combination of vehicles, this is not always unavoidable. |
| ...position | See Positioning of vehicle | |
| ...method (push-and-pull) | Turning the steering wheel without crossing hands. | <p>Procedure for steering to the left: Position hands on steering wheel in a ten-to-two or quarter-to-three position with palms of hands and thumbs on circumference of steering wheel, the left hand grips and pulls the wheel smoothly downwards whilst the right hand moves downwards along the circumference of steering wheel but not further than the six-thirty position. The right-hand then grips and pushes upwards, while the left-hand slides upwards not beyond the twelve o'clock point, in order to grip and pull downwards, if necessary. It may be necessary to repeat these movements until the desired turn is achieved.</p> <p>Procedure for steering to the right: The same method is used but the first steering movement will be the right hand pulling down, as described in steering to the left.</p> <p>Counter steering should be used where necessary. The steering wheel shall not be turned whilst the vehicle is stationary.</p> |

| Feature | Definition | Qualification |
|---------------------|--|--|
| ...straddles | Driving a vehicle without reason with the wheels upon, over or on either side of the road traffic markings which demarcate any side of a traffic lane. | |
| ...wanders | Allowing a vehicle to deviate from a straight course or to move unnecessarily to the left or right on the roadway. | |
| ...wide | Steering of a vehicle in such a manner when negotiating a bend or corner that it may, unless unavoidable, result in touching the kerb, shoulder of the roadway or lane marking when turning to the right, or encroaching onto the right-hand portion of the roadway when turning left. | In the case of an articulated or combination of vehicles, this is not always unavoidable. |
| Stopping | Act of bringing a vehicle to a complete standstill. | Stopping should be smooth and progressive and in accordance with road traffic signs, signals, rules and markings. Obtain and/or retain a clear space behind or alongside obstruction or other road user. Both hands shall remain on the steering wheel until stationary. |
| ...needless | Bringing a vehicle to a standstill in the absence of any road traffic sign, signal, instruction, hazard or potential hazard. | |
| Stopwatch | A timing device to determine the duration of the test. (Cellphones may not be used for this purpose) | “Stopwatch time” means, the total time recorded in minutes and seconds on the stopwatch for both the yard and the road tests. The examiner shall enter this time on the test report in the applicable blocks. |
| Straddles | See Steering ... straddles | |
| Sufficient duration | See Signal ...sufficient duration | |
| Too fast | Driving at a speed which is too high to be safe for conditions. | Speed shall be in accordance with potential hazards and not necessarily in accordance with the traffic pattern or speed limits. Speed lower than the speed limit can also, in some cases, be too fast. |

| Feature | Definition | Qualification |
|---------------------------------|---|--|
| Too slow | Driving at a speed so as to hinder or obstruct the safe flow of traffic. | Speed, which might be slower than speed limits, could however be in accordance with potential hazards and not necessarily in accordance with the traffic pattern. |
| Traffic control signals | Traffic control signals are directions given by police or traffic officers, in uniform, members of a scholar patrol, road work men, persons leading, riding or driving bovine animals, signal-men at level crossings and drivers of emergency vehicles sounding a device or bell. | |
| Trailer brake | A hand controlled valve normally situated on the steering column of the hauling vehicle. | The trailer brake controls the application of the trailer's brake independent of the vehicle's service brake. It could be used to induce more braking on the trailer if the trailer runs in on the hauling vehicle on a decline. Excessive use of the trailer brake could reduce its braking effectiveness. The trailer brake's effectiveness would reduce quicker than that of the towing vehicle and if the combinations brakes are applied, the towing vehicle would stop quicker than the trailer, which could cause a jack knife. |
| Trailer parking brake | A device used to keep a parked trailer in a stationary position. This device is normally not operated from the cab of the towing vehicle. It is either in the shape of a valve or a lever found on the chassis of the trailer. The parking brake forms part of the spring brake which comes into operation as the air pressure in the trailer's braking system decreases or when the hauling vehicle's parking brake is put into operation. | The trailer parking brake shall only be applied when the combination is parked or when the trailer is being uncoupled. Ensure that the trailer brake is in the "off" position or that the lever has been fully released before moving off. |
| Uncontrolled / Dangerous action | Any act which results or could result in damage, injury or loss of control of the vehicle. | The driver shall be in full control of the vehicle at all times. |
| Vehicle position | See Position of vehicle | |
| Waits too long | Not utilising safe opportunities to proceed, merge with cross-traffic or enter intersections. | |

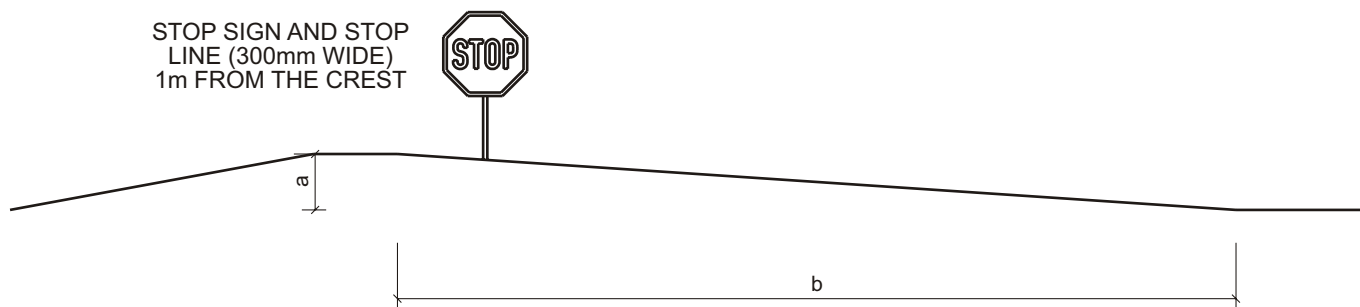
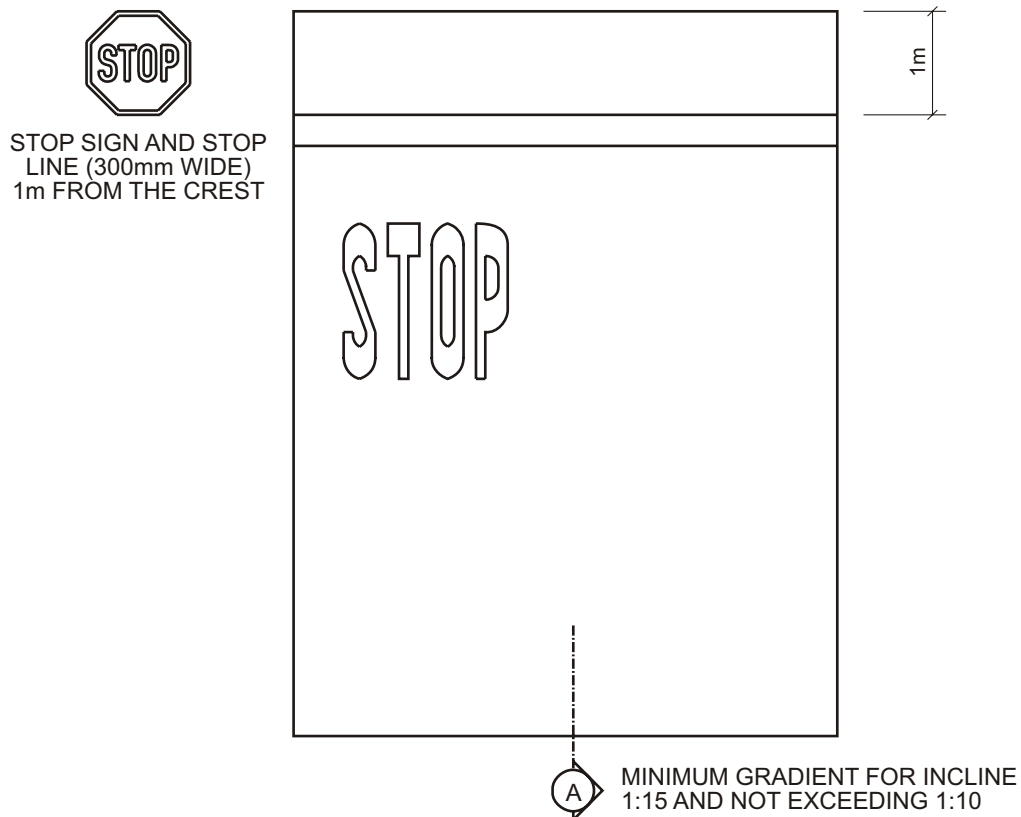
| Feature | Definition | Qualification |
|---------------------------|---|--|
| Wanders | See Steering ... wanders | |
| Warning lights and gauges | Devices used to monitor various engine functions and vehicle systems. | Operation of warning lights and gauges to be checked for malfunction with ignition switched on, before starting engine. After starting engine, operation shall be re-checked for malfunction of systems which are monitored. |
| Wide | See Steering ... wide | |

8. TECHNICAL DATA

REQUIREMENTS RELATING TO THE TECHNICAL DATA

1. A 1 metre clear-space shall be required around each yard test manoeuvre.
2. All positions for obstacles shall be clearly marked.

INCLINE START



EXAMPLE

IF $b = 10\text{m}$ AND $a = 666\text{mm}$

GRADIENT = 1:15

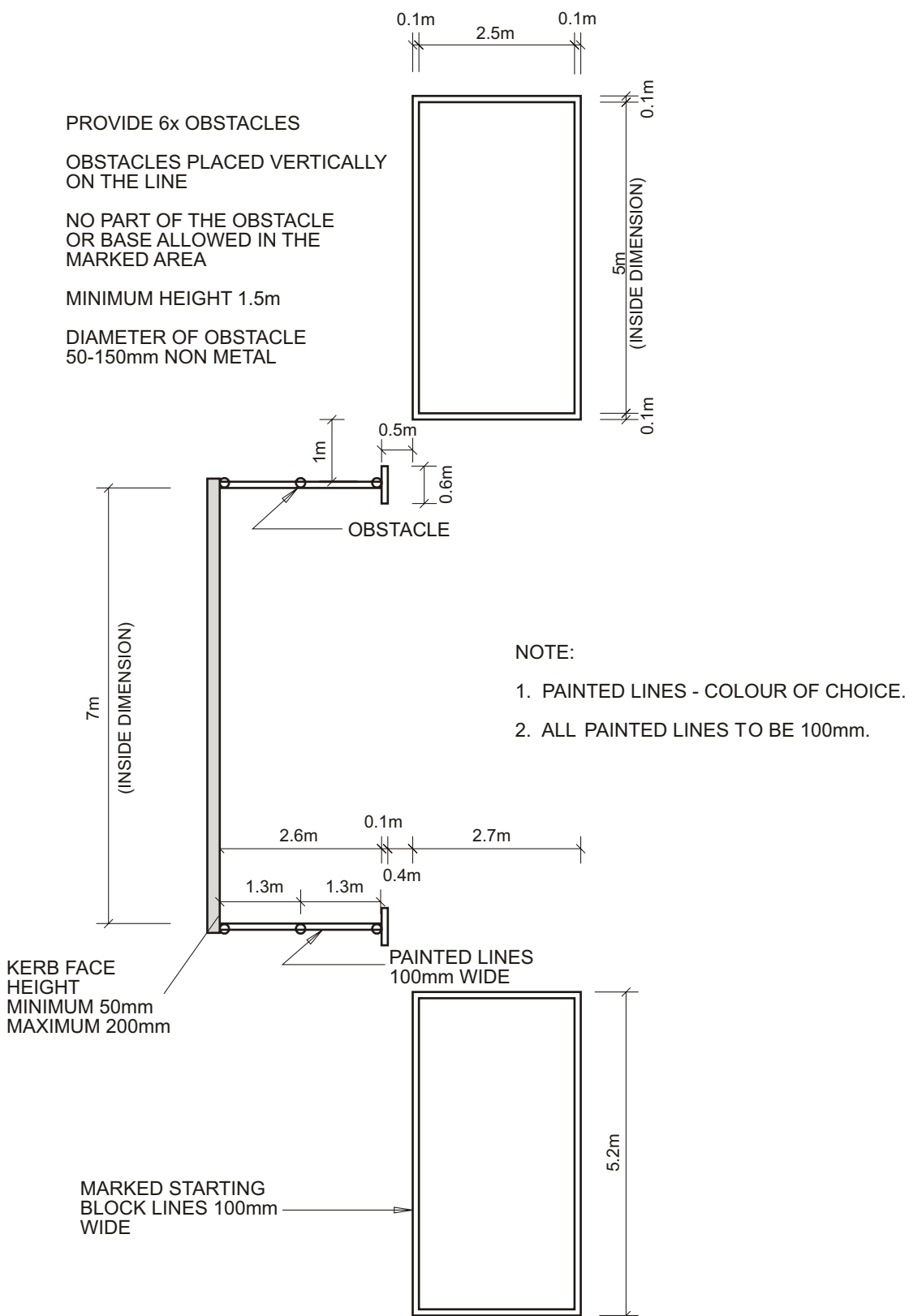
IF $b = 10\text{m}$ AND $a = 1000\text{mm}$

GRADIENT = 1:10

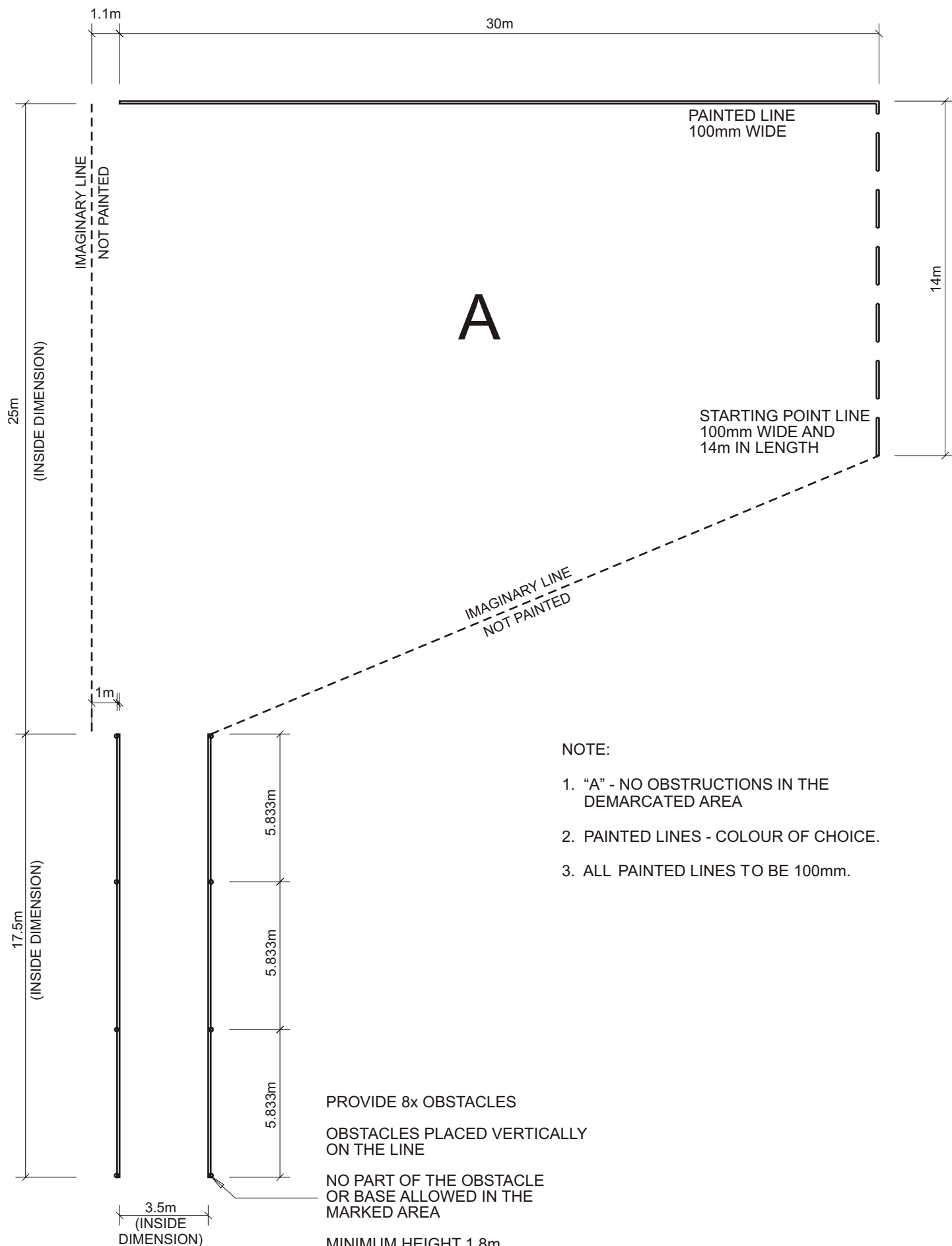
NOTE:

1. PAINTED LINES - COLOUR OF CHOICE.
2. STOP LINE TO BE 300mm WIDE.
3. ALL OTHER PAINTED LINES TO BE 100mm.

PARALLEL PARKING



ALLEY DOCKING

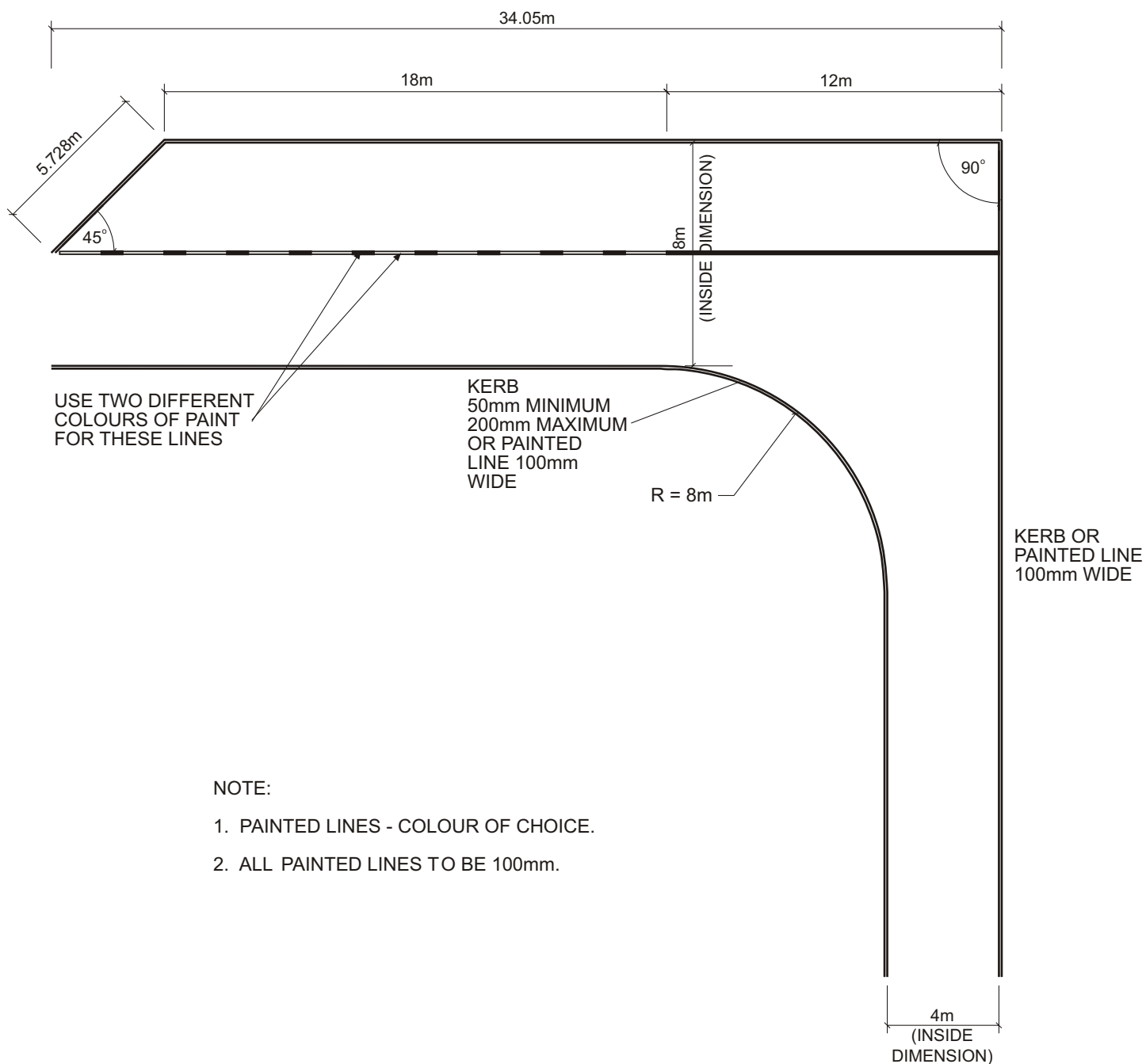


NOTE:

1. "A" - NO OBSTRUCTIONS IN THE DEMARCATED AREA
2. PAINTED LINES - COLOUR OF CHOICE.
3. ALL PAINTED LINES TO BE 100mm.

PROVIDE 8x OBSTACLES
 OBSTACLES PLACED VERTICALLY
 ON THE LINE
 NO PART OF THE OBSTACLE
 OR BASE ALLOWED IN THE
 MARKED AREA
 MINIMUM HEIGHT 1.8m
 DIAMETER OF OBSTACLE
 50-150mm NON METAL

LEFT TURN



- NOTE:
1. PAINTED LINES - COLOUR OF CHOICE.
 2. ALL PAINTED LINES TO BE 100mm.

REVERSE IN A STRAIGHT LINE

NOTE:

1. PAINTED LINES - COLOUR OF CHOICE.
2. ALL PAINTED LINES TO BE 100mm.

PAINTED LINE
100mm WIDE

