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GENERAL NOTICES

NOTICE 735 OF 2005

DEPARTMENT OF TRANSPORT

NATIONAL ROAD TRAFFIC ACT 1996 (ACT NO. 93 OF 1996)

MINIMUM REQUIREMENTS FOR REGISTRATION AND GRADING OF DRIVER'S LICENCE TESTING CENTRES

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75 (6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith publish in the Schedule for comments the "Minimum Requirements for Registration and Grading of Driver's Licence Testing Centres". All interested persons who have any objections or inputs to the proposed amendments are called upon to lodge their objections or inputs, within 30 days from the date of publication of this Notice to:

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J.T. Radebe
MINISTER OF TRANSPORT

SCHEDULE**MINIMUM REQUIREMENTS FOR REGISTRATION AND RETENTION OF GRADING FOR
DRIVING LICENCE TESTING CENTRES****CONTENTS**

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1. SCOPE

- 1.1. Matters pertaining to the minimum physical facilities of a driving licence testing centre, the personnel, control and testing requirements are prescribed herein.
- 1.2. The six grades of driving licence testing centres to which these minimum requirements apply, are:
- 1.2.1.1 Grade-A— authorised and equipped to examine and test a person for a learner's and driving licences of any code, as well as the items mentioned in paragraph 1.2.6.
- 1.2.2 Grade-B—authorised and equipped to examine and test a person for a learner's licence of any code and driving licences of the codes; B, EB, C1, C, EC1 and EC, as well as the items mentioned in paragraph 1.2.6.
- 1.2.3 Grade-C—authorised and equipped to examine and test a person for a learner's licence of any code and driving licences of the codes; A1, A and B, as well as the items mentioned in paragraph 1.2.6.
- 1.2.4 Grade-D— authorised and equipped to examine and test a person for a learner's licence of any code and driving licences of the code B, as well as the items mentioned in paragraph 1.2.6.
- 1.2.5 Grade-E—authorised and equipped to examine and test a person for a learner's licence of any code, as well as the items mentioned in paragraph 1.2.6.
- 1.2.6 Grade-F—authorised and equipped to substitute a driving licence of any code contained in an identity document to the new format driving licence card and/or issue a new or duplicate driving licence card or professional driving permit.

2. MINIMUM PHYSICAL REQUIREMENTS

- 2.1. Subject to paragraphs 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8 and 2.9, a driving licence testing centre of the grade indicated in the first column of table 2.0, shall have and use the equipment and facilities as indicated by way of the mark (✓):

Grade of driving licence testing centre	MINIMUM REQUIREMENTS									
	Vision testing apparatus and facilities	Online NaTIS computer system with laser printer	Electronic motorcycle testing apparatus	Facilities for learners licence tests	Yard test facilities			Road test	Up to date Road Traffic Act(s)	Management Representative
					Light motor vehicles	Heavy motor vehicles	Motor cycles			
A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
B	✓	✓		✓	✓	✓		✓	✓	✓
C	✓	✓	✓	✓	✓		✓	✓	✓	✓
D	✓	✓		✓	✓			✓	✓	✓
E	✓	✓		✓					✓	✓
F	✓	✓							✓	✓

- 2.2. Every driving licence testing centre shall have an infrastructure number allocated by the relevant Province with regard to the specific *domecillum*.
- 2.3. Vision testing apparatus and testing facilities as well as the electronic motorcycle test apparatus as approved by the Department of Transport, which measures speed and allocates penalty points, shall be in good working order and condition.
- 2.4. Every driving licence testing centre shall have an online NaTIS or eNaTIS computer

system and a laser printer on the premises as referred to in the third column of table 2.0.

- 2.5. The learners licence test facilities shall comply with the requirements as set in paragraph 5.1.
- 2.6. A driving licence testing centre shall have the appropriate yard test facilities in accordance with the applicable volumes of the K53 manual of the Department as published.
- 2.7. The road test routes shall comply with the requirements in accordance with the applicable volumes of the K53 manuals of the Department as published.
- 2.8. Every driving licence testing centre shall have an up to date Road Traffic Act and National Road Traffic Act available on the premises.
- 2.9. Every driving licence testing centre shall have an appointed management representative to supervise the daily activities at such centre.

3. MINIMUM PERSONNEL REQUIREMENTS

- 3.1. A grade-A driving licence testing centre shall have at least one registered and appointed grade-A examiner for driving licences at such centre.
- 3.2. A grade-B driving licence testing centre shall have at least one registered and appointed grade-A or B examiner for driving licences.
- 3.3. A grade-C driving licence testing centre shall have at least one registered and appointed grade-A or C examiner for driving licences.
- 3.4. A grade-D driving licence testing centre shall have at least one registered and appointed grade-A, B, C or D examiner for driving licences.
- 3.5. A grade-E testing centre shall have at least one registered and appointed grade-A, B, C, D or L examiner for driving licences.
- 3.6. A grade-F testing centre shall have at least one registered and appointed grade-A, B, C, D, L or F examiner for driving licences.
 - 3.6.1. All examiners for driving licences at a driving licence testing centre shall be registered and graded in terms of the Act.
- 3.7. In order to be registered and graded, an examiner shall have the following driving licence(s):

Grade of examiner	Codes of driving licences required
A	A and EC (Manual transmission)
B	EC (Manual transmission)
C	A and B (Manual transmission)
D	B (Manual transmission)

- 3.8. An examiner for driving licences shall be in possession of a valid professional driving permit when conducting any driving test where a professional driving permit is required for the driver of such vehicle.

- 3.9. NaTIS/eNaTIS operators must be trained in accordance with the latest NaTIS/eNaTIS procedure manual and be registered as NaTIS/eNaTIS users. Proof of training must be kept on file at the driving licence testing centre.
- 3.10. Every driving licence testing centre shall have an appointed management representative who shall meet the following requirements:
- 3.10.1. Registered as an examiner for driving licences relevant to the grading of the driving licence testing centre concerned.
 - 3.10.2. Trained and be fully conversant with the procedures as contained in the latest procedure manual for NaTIS/eNaTIS operators.
 - 3.10.3. Have a sound knowledge of the Road Traffic Act and National Road Traffic Act.
- 3.11. Duties and responsibilities of a management representative shall be to:
- 3.11.1. Ensure that all driving licence personnel understand and know the requirements of the applicable Acts, regulations and procedure manuals.
 - 3.11.2. Ensure that all the relevant personnel comply with the requirements of the relevant Acts and the minimum requirements as prescribed and to monitor the activities of the relevant personnel on a regular basis.
 - 3.11.3. Ensure that the driving licence testing centre complies with the requirements of the relevant Acts and the minimum requirements as prescribed at all times.
 - 3.11.4. Ensure that the appropriate fees are paid over to the Inspectorate for driving licences testing centres, as prescribed.
 - 3.11.5. Ensure that any form of malpractice or violation of the above mention be reported to the Inspectorate for driving licence testing centres.
 - 3.11.6. Ensure that all documentation kept at the testing centre is completed in full before any licence or permit can be issued.

4. QUALITY SYSTEM REQUIREMENTS

- 4.1. Driving licence testing centres shall keep statistics relating to the different codes of learner's and driving licences and the names of examiners for driving licences who conducted the tests and examinations concerned;
- 4.1.1. in the case of learner's licences—
 - (a) the number of learner's licences applied for;
 - (b) the number of written and oral tests;
 - (c) the number of applicants passed;
 - (d) the number of applicants failed;
 - 4.1.2. in the case of driving licences—
 - (a) the number of driving licences applied for;
 - (b) the number of applicants tested for driving licences;
 - (c) the number of applicants passed;
 - (d) the number of applicants failed;
 - (e) the number of applicants who failed to turn up;
 - (f) the number of tests deferred; and
 - (g) the number of applications made for the substitution of driving licences as contemplated in section 24A of the Act, or the number of renewals of the existing credit card type licence.

and send such statistics to the inspectorate of driving licence testing centres on a monthly basis. A copy of the statistics shall be kept on file and be available for inspection at the centre.

5. REQUIREMENTS FOR LEARNER'S LICENCE TEST FACILITIES AND THE DUTIES OF THE EXAMINER CONDUCTING LEARNER'S LICENCE TEST

- 5.1 The test room where a learner's test is conducted shall—
- (a) be clean;
 - (b) have sufficient light and ventilation;
 - (c) not have a telephone or cell phones which are operative during the test;
 - (d) have tables and chairs positioned in such a manner to allow the invigilator to move freely in between the tables;
 - (e) have tables and chair in good condition;
 - (f) have a wall clock in a good working order displaying the correct time; and
 - (g) have an easy legible example displayed, visible to all applicants in the test room of how the preferred answer is to be marked.
- 5.2 The test material used for learner's licence tests shall—
- (a) be treated as confidential;
 - (b) be locked in a safe place when not in use;
 - (c) only qualified examiners for driving licences shall have access to these;
 - (d) be checked for marks before and after each test session and if any marks are found, such marks shall be erased; and
 - (e) have a clearly marked answer mask for each of the different tests.
- 5.3 The examiner for driving licences shall—
- (a) ensure that the prescribed application fees have been paid;
 - (b) ensure that the specific applicant presenting himself/herself to be tested complies with the correct date and time for the applicable test as in section 17(2) of the Act;
 - (c) verify that information supplied on form LL1 is correct;
 - (d) provide each applicant with a pen or pencil and eraser;
 - (e) ensure that any two applicants sitting next to each other are not tested from similar examination books;
 - (f) ensure that no two applicants shall be sitting closer than one metre from each other;
 - (g) ensure that no other person, apart from the applicants, the examiner conducting the test, the management representative, an official invigilator or representatives from the inspectorate of driving licence testing centres, shall be present in the room during the test;
 - (h) ensure that only test materials shall be permitted on the desk during the test;
 - (i) ensure that invigilation take place during the entire test;
 - (j) remain in the test room for the duration of the test until he/she is in possession of all the test material;
 - (k) ensure that the test for a learner's licence is completed on the prescribed test form;
 - (l) enter the form number of the test book on the answer sheet with a pen prior to the commencement of the test;
 - (m) ensure that applicants do not handle or be in possession of testing materials or prescribed test forms after the learners licence tests has been completed and marked;
 - (n) should the applicant pass the test, enter the correct code of the licence, his/her infrastructure number and authorise the learners licence in the appropriate space of the authorisation section on form LL1; and
 - (o) should the applicant fail or be absent for the test, that only a cross (x)

- be made in the appropriate block on form LL1.
- (p) Only give the results of the test to the applicant and may not discuss the questions and answers of the test.

5.4 Requirement for passing the learners licence test.

The applicant must obtain a minimum mark of:

- (a) 22 for the rules of the road;
(b) 23 for road traffic signs; and
(c) 6 for the controls of the vehicle.

6. DRIVING LICENCE TESTS

6.1 Duties of examiners conducting driving licence tests.

Examiners for driving licences shall—

- (a) ensure that the prescribed fees have been paid;
(b) ensure that the specific applicant presenting himself/herself to be tested complies with the correct date and time for the applicable test as in section 18(2) of the Act;
(c) verify that information supplied on forms DL1 and LL2 is correct;
(d) ensure that the prescribed test is done and the test is completed on the applicable test report;
(e) furnish the applicant with a copy of the test report after the test was completed then discussed with the applicant and file the original test report in the applicant's file;
(f) should the applicant pass the test, enter the correct code of licence, his/her infrastructure number and authorise the licence in the appropriate spaces of the authorisation section of form DL1; and
(g) should the applicant fail or be absent for the test, only a cross (x) shall be made in the appropriate block on form DL1.

6.2 Minimum requirements of vehicles used for driving licence tests:

- (a) Light motor vehicle: The minimum length of a vehicle may not be less than 3 metres and the weight as prescribed in the regulation for the different codes.
(b) Heavy motor vehicle: The minimum length of a vehicle may not be less than 6 metres and the weight as prescribed in the regulation for the different codes.
(c) Motorcycle: Only two wheel motorcycles may be use for the test and the capacity as prescribed in the regulation for the different codes.

7. APPOINTMENTS FOR TESTS

7.1 An appointment register shall be kept at the driving licence testing centre where every learner's and driving licence test application shall be entered and such register shall be made available for appointments and inspections at all times. Tests shall only be deferred in exceptional cases as prescribed.

Form ATD shall be completed by the applicant when requesting a deferment of test and placed on the applicant's file. Should any request for deferred test be approved, the reason for such deferment shall be noted in the appointment register and a cross reference on both the appointment dates shall be made in such register.

7.2 Each appointment register shall reflect:

- date and time of the appointment,

- applicant's initials and surname,
- applicant's ID number,
- code of licence applied for,
- receipt number of payment for such application, and
- a column for remarks.

7.3 No changes shall be made in the appointment register. Deleting of information or the use of correction fluid is not acceptable in the appointment register.

7.4 The appointment register must be kept for at least 10 years.

8. FILING SYSTEM REQUIREMENTS

- 8.1 All official source documentation shall be kept and locked away in a secure place, where it is protected against the elements. No unauthorised access shall be permitted.
- 8.2 The final filing of documentation shall be done based on the day of the transaction (effective date) in alphabetical order each day.
- 8.3 The period for keeping of all learner's and driving licence documents, shall be, in the case of the following:
- Learner licence documentation: 5 years
 - Driving licence documentation: 10 years

All licence documentation, which is older than 10 years shall be captured on electronic format before being destroyed. The electronic information shall be available at the testing centre for inspection purposes.

- 8.4 Learners and driving licences documentation shall be filed separately.
- 8.5 Filing of learner licence and driving licence documentation shall be kept on the premises of the registered driving licence testing centre for inspection and audit purposes.

NOTICE 736 OF 2005**DEPARTMENT OF TRANSPORT**

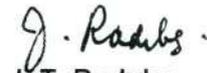
NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

**K53 PRACTICAL DRIVING TEST FOR MOTOR VEHICLE DRIVERS, VOLUME 1-
LIGHT MOTOR VEHICLES**

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75 (6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith publish in the Schedule for comments the "K53 Practical Driving Test for Motor Vehicle Drivers, Volume 1 – Light Motor Vehicles". All interested persons who have any objections or inputs to the proposed amendments are called upon to lodge their objections or submit their inputs, within 30 days from the date of publication of this Notice to:

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J. T. Radebe
MINISTER OF TRANSPORT



Department of Transport

K53

Practical driving test for motor vehicle drivers

Volume 1

Light Motor Vehicles

Code B

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1. THE TEST

1.1 Purpose of the test

This is a practical test to determine the ability of light motor vehicle drivers. 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.

1.5 Type of vehicle

The test is designed for the testing of drivers of light motor vehicles. (Tare/Gross Vehicle Mass shall not be more than 3 500 kg)

The following vehicles are excluded:

- Passenger vehicles designed and adapted to carry less than three passengers.
- A combination of vehicles.

1.6 Ethics

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

2. TEST REQUIREMENTS

2.1 Material

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

- a roadworthy light motor vehicle with a seat next to the driver, supplied by the applicant,
- a test report, (in duplicate)
- 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.

The test shall commence with the pre-trip inspections.

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

- (a) Turn in the road,
- (b) Alley docking, (to the left and right)
- (c) Parallel Parking, (to the left and right) and
- (d) Incline start.

The technical data for the manoeuvres is as prescribed. (See page 88)

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.
- (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) A quiet road where the emergency stop shall be executed.
- (f) None of the intersections forming part of a test route shall be crossed more than twice from the same direction.
- (g) At least 65% of the test route shall consist of public roads in an urban area.
- (h) A right turn shall be made at least at two of the intersections mentioned in (c)
- (i) Crossing of two-way traffic shall be made at least at two intersections.
- (j) Flashing green arrow indicators for turning vehicles shall not form part of the crossings mentioned in (h) and (i).

3. IMPLEMENTATION OF THE TEST

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 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 at any stage fail the test 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 (the 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.
- 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)
 - A person with a physical disability shall make an attempt to check the appropriate blind spot.
 - All errors made during both the 1st 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 the 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 a pre-trip exterior inspection shall be conducted, 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 any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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, brake lights, wipers and horn on request.
- (b) The examiner shall request the applicant to proceed with the pre-trip inspection.
- (c) The examiner may allow minor defects to be rectified, however, no extra time shall be allowed and the stopwatch shall not be stopped.
- (d) Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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.

3.1.2 Alley docking (to the left and right) (Modules 15 and 16)

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.

The examiner shall instruct the applicant:

- (a) to position vehicle at starting point,
- (b) to reverse into the demarcated area without touching any obstacle,
- (c) that no forward movement will be permitted, and
- (d) that a 2nd (final) attempt may be made if the 1st attempt was unsuccessful, provided that no obstacle has been touched.

Leaving

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

3.1.3 Incline start (Modules 17 and 18)

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.

3.1.4 Turn in the road (Module 19)

The examiner shall instruct the applicant:

- (a) to position vehicle at starting point,
- (b) turn the vehicle around within the 12 metre roadway, without mounting any kerb and by using two forward and one reverse movements, to face in the opposite direction, without touching the demarcated line with any wheel, and
- (c) complete the manoeuvre, the vehicle shall exit the demarcated area on the left hand side of the road. (It is not necessary to stop before exiting)

3.1.5 Parallel parking (to the left and right) (Modules 20 and 21)

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.

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, at least one of the hand signals and emergency stop 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 minimum requirements shall be completed, and
 - (c) when 45 minutes has elapsed, provided that the minimum requirements on such test route have been met.
- 3.2.5 **Emergency stop:**
- (a) During the road test, the applicant shall be instructed by the examiner to stop the vehicle at a safe place at the side of the road.
 - (b) The stopwatch shall be stopped after stopping the vehicle and started when moving off.
 - (c) The examiner shall inform the applicant when the vehicle has stopped, the following:
 - (i) that he/she shall give the instruction to "Stop" when it is safe to do so, and
 - (ii) the vehicle shall be brought to a complete standstill in the shortest possible distance as if in an emergency, e.g. a child running into the road.
- 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 disqualification was committed 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 disqualification was committed 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 prescribed test report.

DEPARTMENT OF TRANSPORT

LIGHT MOTOR VEHICLE

TEST REPORT

CODE B

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

NAME _____ ID No _____ CODE APPLIED FOR _____ **B**

L/LIC. No. _____ CODE _____ PLACE ISSUED _____ EXPIRY DATE _____

VEHICLE MAKE _____ **AUT.** **MAN.** REGISTRATION No _____

PHYSICAL DISABILITIES _____ APPOINTMENT TIME _____ WEATHER **WET** **DRY**

YARD TEST and ROAD TEST

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.lnd

(1) Op.wip

(1) Op.horn

Remarks.....

ALLEY DOCKING Left | Right

Roll

(2) P.br

(1) P.br.rat

(5) Obs

(5) Sig

(1) Gear

(1) Move

(1) Stall

(1) Count.st

Obstacles

No.att

(4) Sig.can

Remarks.....

PARALLEL PARKING Left | Right

Roll

(2) P.br

(1) P.br.rat

(5) Obs

(5) Sig

(1) Gear

(1) Move

(1) Stall

(1) Count.st

(4) B.kerb

M.kerb

Obstacles

No.att

(4) Sig.can

Remarks.....

TURN IN THE ROAD

Roll

(2) P.br

(1) P.br.rat

(5) Obs

(5) Sig

(1) Gear

(1) Move

(1) Stall

(1) Count.st

(4) B.kerb

M.kerb/T.line

No.mve

(4) Sig.can

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) Srvco

(1) Slips

(1) Rides

(3) Coasts

Remarks.....

GEAR CHANGING

(1) Gear

(1) Srvco

(5) Eyes

(4) Whilst.cnr

(3) Coasts

Remarks.....

SIGNALLING

(3) Mir

(5) Bl.sp

(3) Hand.R

(3) Hand.L

(3) Hand.S

(1) Horn

Remarks.....

TIME	YARD TEST	ROAD TEST			
STOPWATCH					
ACTUAL TIME					
DURATION Min Min			
PENALTY POINTS	50				
<table border="1"> <tr> <td>PASS</td> <td>FAIL</td> <td>DEFERRED</td> </tr> </table>			PASS	FAIL	DEFERRED
PASS	FAIL	DEFERRED			

LANE CHANGING

(3) Mir

(5) Bl.sp

(5) Sig

(4) Sig.can

Remarks.....

OVERTAKING Left | Right

(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

(5) Ch.R/L

(4) Pos.lum

(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

(5) Bl.sp

(5) Sig

(4) Sig.can

(5) Cl.sp

Remarks.....

EMERGENCY STOP

(5) Stop

(5) Con.stop

No.Att

Remarks.....

GENERAL REMARKS

.....

EXAMINER NAME (print)

EXAMINER INFRA No.

EXAMINER SIGNATURE

DATE OF TEST

COPY RECEIVED BY:

DRIVER SIGNATURE

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 Should the applicant fail to check mirror or blind spot or both for the yard test, he/she shall only be penalise 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 left or right, a circle shall be drawn around the black block. This indicates an immediate failure and the test shall 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
(1) 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 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	14:54	21:48
ACTUAL TIME	08H06	08H24
DURATION	14 min	22 min

Duration of road test in minutes	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 anti-clockwise direction.
4. Check right-hand exterior mirror for damage, cleanliness and stability. (If fitted)
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 front 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 reflector 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 (if applicable) for validity.
17. Check left-hand exterior mirror as described in item 4. (If fitted)
18. Check left-hand doors for operation of doors and window winder(s). (If manually operative)
19. Check seat belts for stability and damage.
20. Check information plate for damage, cleanliness, stability and validity. (If applicable)
21. Check left rear wheel as described in item 7.
22. Check left rear lenses and reflector 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 as described in item 9 and the exhaust.
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 right rear lenses and reflector as described in item 8.
29. Check right rear wheel as described in item 7.
30. Check fuel cap for security.
31. Check right-hand doors as described in item 18.

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 will 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.

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 lights and gauges, 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 windows operation, if applicable.
9. Check all instruments on instrument panel and mention any changes.
10. Check operation of front and rear lights, indicators, horn and wipers.
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.
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.

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 mirrors he/she shall be penalised for:

STEERING

- (5) Obs

It is not expected of the applicant to use exterior mirrors for "observation" to the rear. In the test allowance is made for the use of exterior mirrors in the case where:

- the vehicle is not fitted with an interior rear-view mirror, and/or
- 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 horn.

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 brake lights, 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 before braking and/or gear selection and before negotiating the turn.
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 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 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 pedal.
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 laboring 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 continuously "Rides" the clutch during the road test, he/she shall be penalised every 5 - 8 seconds for:

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 shall be 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

Note F:

Although the checking of exterior rearview mirror(s) forms an integral part of observation, the examiner can never be sure whether they have been checked or not. The applicant cannot therefore be penalised in respect of exterior rearview mirror(s) during observation.

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, 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, if applicable.
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 shall be discontinued.

Note B:

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

Note C:

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

Note D:

Although the checking of exterior rearview mirror(s) forms an integral part of observation, the examiner can never be sure whether they have been checked or not. The applicant cannot therefore be penalised in respect of exterior rearview mirror(s) during observation.

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 the 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 is not 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, the applicant shall be penalised every 5 - 8 seconds for:

STEERING

- (1) Method

Module 15:**Alley Docking - to the left**

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

ENTERING

1. Check mirror(s) and blind spot to 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 demarcated area without touching any obstacle.
10. Stop vehicle within demarcated area.
11. Apply parking brake.
12. Select neutral. (Or "P" automatic transmission)
13. Cancel signal.

LEAVING

14. Check 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 position where a 2nd (final) attempt may be made provided that no obstacle has been touched. (The stopwatch shall not been stopped)

Note B:

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 C:

The applicant shall not be penalised for encroaching upon or crossing the guide lines.

Note D:

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

Note E:

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

Note F:

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

Note G:

It shall be expected of the applicant while reversing, to check the opposite blind spot before the vehicle changes direction.

Note H:

Regarding

(1) Count. St.

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

Note I:

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

Note J:

No forward movement will be permissible during entering of the demarcated area.

Module 16:**Alley Docking - to the right**

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

ENTERING

1. Check 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 the demarcated area without touching any obstacle.
10. Stop vehicle within demarcated area.
11. Apply parking brake.
12. Select neutral. (Or "P" automatic transmission)
13. Cancel signal.

LEAVING

14. Check 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 position where a 2nd (final) attempt may be made, provided that no obstacle has been touched. (The stopwatch shall not be stopped)

Note B:

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 C:

The applicant shall not be penalised for encroaching upon or crossing the broken guide lines.

Note D:

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

Note E:

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

Note F:

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

Note G:

It shall be expected of the applicant while reversing, to check the opposite blind spot before the vehicle changes direction.

Note H:

Regarding

(1) Count. St.

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

Note I:

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

Note J:

No forward movement will be permissible during entering of the demarcated area.

Module 17:

**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 shall be discontinued.

Note E:

Should reverse gear be selected for moving off and the wheels of the vehicle move backwards the applicant shall be penalise for:

UNCONTROLLED/DANGEROUS ACTION

and the test discontinued.

Module 18:**Incline Start -
automatic transmission**

1. Stop where indicated without 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 shall be discontinued.

Note E:

Should reverse gear be selected for moving off and the wheels of the vehicle move backwards the applicant shall be penalise for:

UNCONTROLLED/DANGEROUS ACTION

and the test discontinued.

Module 19:**Turn in the Road**

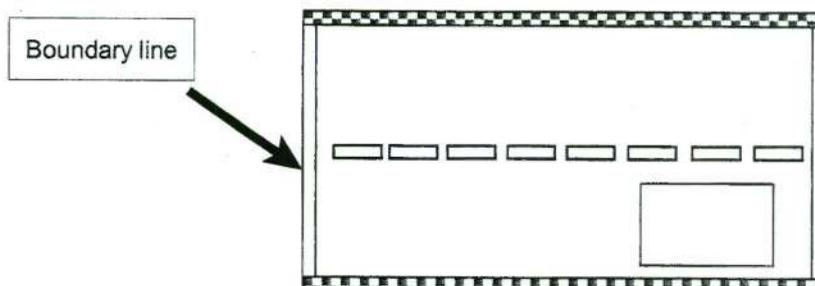
- Position vehicle at starting point.
 - Stop.
 - Apply parking brake, select neutral and wait for instructions.
1. Check rear-view mirror(s) and blind spot to the right.
 2. Signal intention.
 3. Select gear.
 4. Obtain clutch control. (Manual transmission)
 5. Observe.
 6. Release parking brake.
 7. Move off driving forwards and turn steering wheel as far as possible to the right.
 8. Counter steer.
 9. Stop.
 10. Apply parking brake, if applicable.
 11. Check rear-view mirror(s) and blind spot to the left.
 12. Signal intention.
 13. Select reverse gear.
 14. Obtain clutch control. (Manual transmission).
 15. Observe.
 16. Release parking brake, if applicable.
 17. Move off in a rearward direction and turn steering wheel to the left.
 18. Counter steer.
 19. Stop.
 20. Apply parking brake, if applicable.
 21. Check rear-view mirror(s) and blind spot to the right.
 22. Signal intention.
 23. Select gear.
 24. Obtain clutch control. (Manual transmission)
 25. Observe.
 26. Release parking brake, if applicable.
 27. Move off driving forward, and keep left.
 28. Cancel signal.

Note A:

This manoeuvre shall be completed in three (3) movements, that is, two forward and one reverse.

Note B:

The indicated boundary line shall not be touched with any wheel. Should the applicant touch the line, a circle shall be drawn around the black block "M.kerb/T.line" and the test shall be discontinued.



Note C:

To complete this manoeuvre all wheels of the vehicle shall exit the demarcated area on the left hand side. (Left side of the broken centre line)

Should the applicant end on the right side of the roadway a circle shall be drawn around the black block "No mve".

Note D:

Regarding

- (1) Count. St.
is meant that
- the applicant turns the steering wheel while 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 at least straight. (See definition of "Counter steer")

Note E:

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 F:

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

Note G:

Only one attempt shall be permitted.

Note H:

Should the applicant decide not to use the parking brake during this manoeuvre he/she shall not be penalised.

Note I:

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

Module 20:**Parallel Parking - to the left**

- Position vehicle at starting point.
- Cancel signal, if applicable.
- Apply parking brake.
- Select neutral (or "P" 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 further movements within the parking bay to position the vehicle.

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 forward 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 demarcated parking bay.

Note F:

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

Note G:

Regarding

- (1) Count. St.
is meant that
- the applicant turns the steering wheel while 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 shall be 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 shall not be regarded as an attempt.

Module 21:**Parallel Parking - to the right**

- Position vehicle at starting point.
- Cancel signal, if applicable.
- Apply parking brake.
- Select neutral (or "P" 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 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 left.
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 further movements within the parking bay to position the vehicle.

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 forward 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 demarcated parking bay.

Note F:

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

Note G:

Regarding

- (1) Count. St.
is meant that
- the applicant turns the steering wheel while 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 shall be 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 shall not be regarded as an attempt.

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 on accelerator pedal.
6. Depress clutch pedal completely.
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.

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:

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 travelling 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.

Module 27:**Following other vehicles**

1. Obtain and where possible, maintain a minimum 2-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 two (2) 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 the 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:

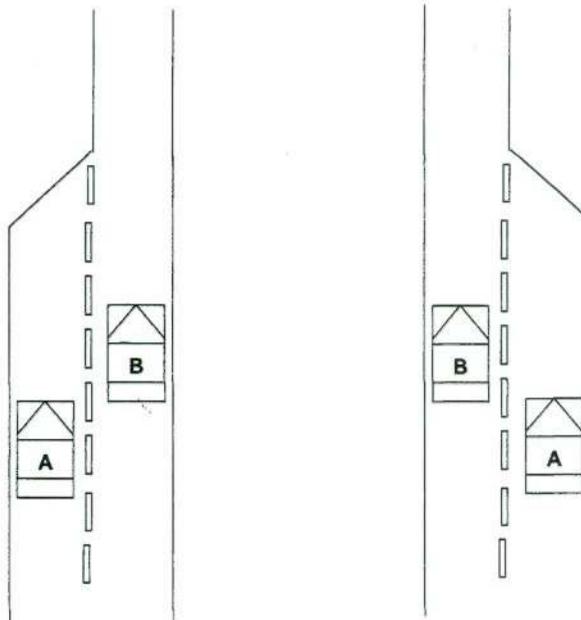
Vehicle "A" shall be required to do a lane change.

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

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 the 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, where applicable.
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 mirrors 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:

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 signals**

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 the 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 the left, if applicable.
16. Steer into appropriate lane, obeying all road traffic signs, signals, rules and markings.
17. Accelerate as necessary.
18. 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 the right, if applicable.
16. Steer into appropriate lane, obeying all road traffic signs, signals, rules and markings.
17. Accelerate as necessary.
18. 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. 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. Stop.
5. Apply parking brake, if necessary.
6. 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. Stop.
5. Apply parking brake, if necessary.
6. 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. Stop.
5. Apply parking brake, if necessary.
6. 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 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.

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. Stop.
5. Apply parking brake, if necessary.
6. 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)

Note B:**MINI-CIRCLE**

- (i) In the case of a mini-circle in an intersection, a signal to the left or 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.

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 to 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 crossings - unguarded**

1. Check rear-view mirror(s).
2. On approach, look to 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 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.
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	/.....	/.....	10
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Module 56:**Emergency Stop**

1. Apply service brake upon instruction to stop.
2. Bring vehicle to a stop in a controlled manner within the shortest possible distance.

Note A:

The applicant shall be requested to stop the vehicle in a safe place at the side of the road.

The examiner shall inform the applicant of the following:

- As soon as it is safe to do so he/she will be given the instruction "Stop"
- The vehicle shall be brought to a complete standstill in the shortest possible distance as in an emergency, e.g. a child running into the road.
- The instruction will not be given if there is following or approaching traffic.

Note B:

The instruction to stop shall only be given whilst proceeding on a straight road at a speed higher than 20 km/h but not exceeding 40km/h.

Note C:

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

Note D:

The applicant shall release pressure on the brake pedal as necessary if the wheels should lock.

Note E:

Should the vehicle not deviate from a straight course and a stop is not regarded as an emergency stop, a 2nd (final) attempt will be allowed.

Note F:

Should the applicant lock the wheels and the vehicle not deviate from a straight course the error shall be penalised for:

EMERGENCY STOP

(5) Con. stop/

5

and a 2nd (final) attempt shall be allowed.

Note G:

The applicant shall be informed that he/she will not be requested to repeat the emergency stop.

Note H:

Should the applicant depressed the clutch pedal or not, it will be regarded as an "Emergency Stop".

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	The actual time of the day in hours and minutes, when the yard and/or 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 mirrors.	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.
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.
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 should 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	

Feature	Definition	Qualification
... 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.
Controlled stop	Bringing a vehicle to a complete standstill, maintaining a straight course.	Both hands should be on the steering wheel. Should the vehicle deviate from a straight course and corrective action is taken it is regarded as a controlled stop. Release pressure on the brake pedal as necessary if the wheels should lock.
Counter steer	See Steering ... counter steer	
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.
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.

Feature	Definition	Qualification
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.
Emergency Stop	Act of bringing a vehicle to a complete standstill, in the shortest possible distance.	<p>The foot/service brake should be applied as quickly as possible and the vehicle brought to a controlled stop in the shortest possible distance.</p> <p>Both hands shall remain on the steering wheel until stationary. Should the vehicle deviate from a straight course and corrective action is taken it is regarded as a controlled stop.</p>
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". 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.
Gear changing	Selecting of the gear which will allow the engine to operate at efficient RPM 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.	

Feature	Definition	Qualification
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 may cause damage or injury and may necessitate changing speed and/or direction.	Moving hazards constitute vehicles, persons, animals etc. Fixed hazards constitute intersections, traffic circles, 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 traffic circle 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.
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.
Mirrors	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 mirrors when the use of mirror(s), is required. 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.	

Feature	Definition	Qualification
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 an intersection. 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 mirrors and blind spot checks to determine whether it is safe to the rear, front and sides. Observation can commenced from either the left or right blind spot. Eyes shall not be taken from the road unnecessarily.
Obstacles		Equipment being use to demarcate manoeuvres.
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.
Overtaking	Passing a stationary or moving hazard travelling 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.

Feature	Definition	Qualification
Riding clutch	See Clutch ... riding	
Roll		By roll, it is meant, a 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, brake lights, headlamps and hand signals. Rear-view mirrors 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.
... 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 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.	
... position	See Positioning of vehicle	

Feature	Definition	Qualification
... 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, whilst the left hand slides upwards, but 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. Counter steering should be used where necessary. The steering wheel shall not be turned whilst the vehicle is stationary.</p>
... 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 an 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 unless unavoidable, 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.	
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. In the case of an emergency stop the foot brake shall be applied as quickly as possible and the vehicle brought to a controlled stop in the shortest possible distance. Both hands shall remain on the steering wheel until stationary.

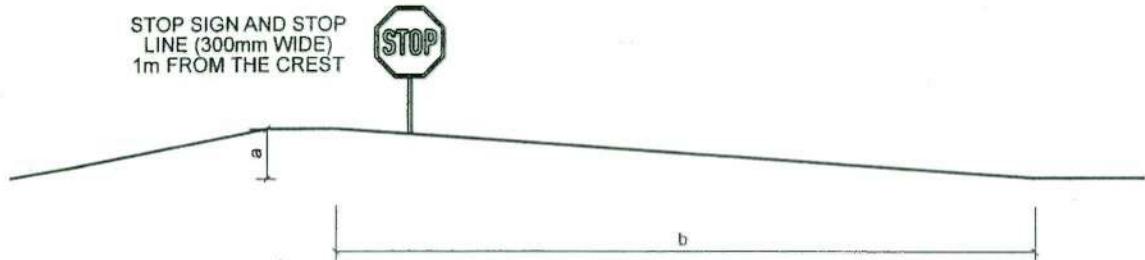
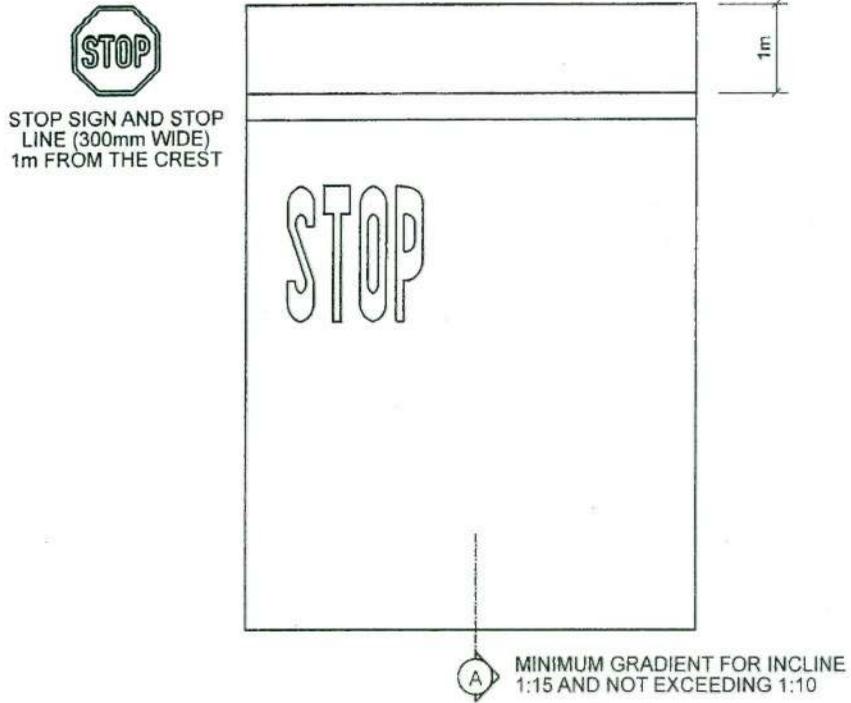
Feature	Definition	Qualification
... needless	Bringing a vehicle to a standstill in the absence of any road traffic sign, signal, instruction, hazard or potential hazard.	
Stopwatch	A timing device to determine the duration of the test. (Cellphones may not be used for this purpose)	"Stopwatch time" means, 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 should 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.
Too slow	Driving at a speed 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.	
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 Positioning of vehicle	
Waits too long	Not utilising safe opportunities to proceed, merge with cross-traffic or enter intersections.	
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



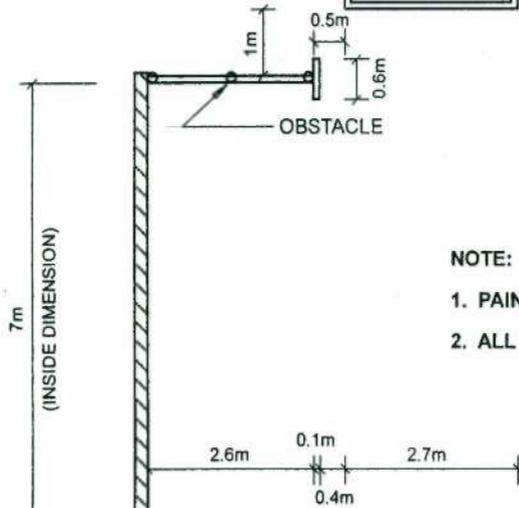
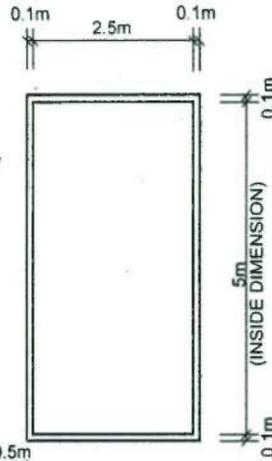
EXAMPLE
 IF $b = 10\text{m}$ AND $a = 666\text{mm}$ GRADIENT = 1:15
 IF $b = 10\text{m}$ AND $a = 1000\text{mm}$ GRADIENT = 1:10

NOTE:

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

PARALLEL PARKING

PROVIDE 6x OBSTACLES
 OBSTACLES PLACED VERTICALLY
 ON THE LINE
 NO PART OF THE OBSTACLE
 OR BASE ALLOWED IN THE
 MARKED AREA
 MINIMUM HEIGHT 1.5m
 DIAMETER OF OBSTACLE
 50-150mm NON METAL

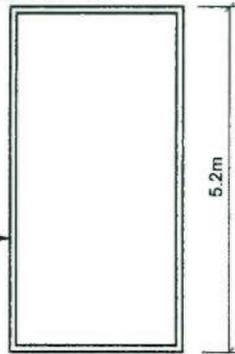


- NOTE:**
1. PAINTED LINES - COLOUR OF CHOICE.
 2. ALL PAINTED LINES TO BE 100mm.

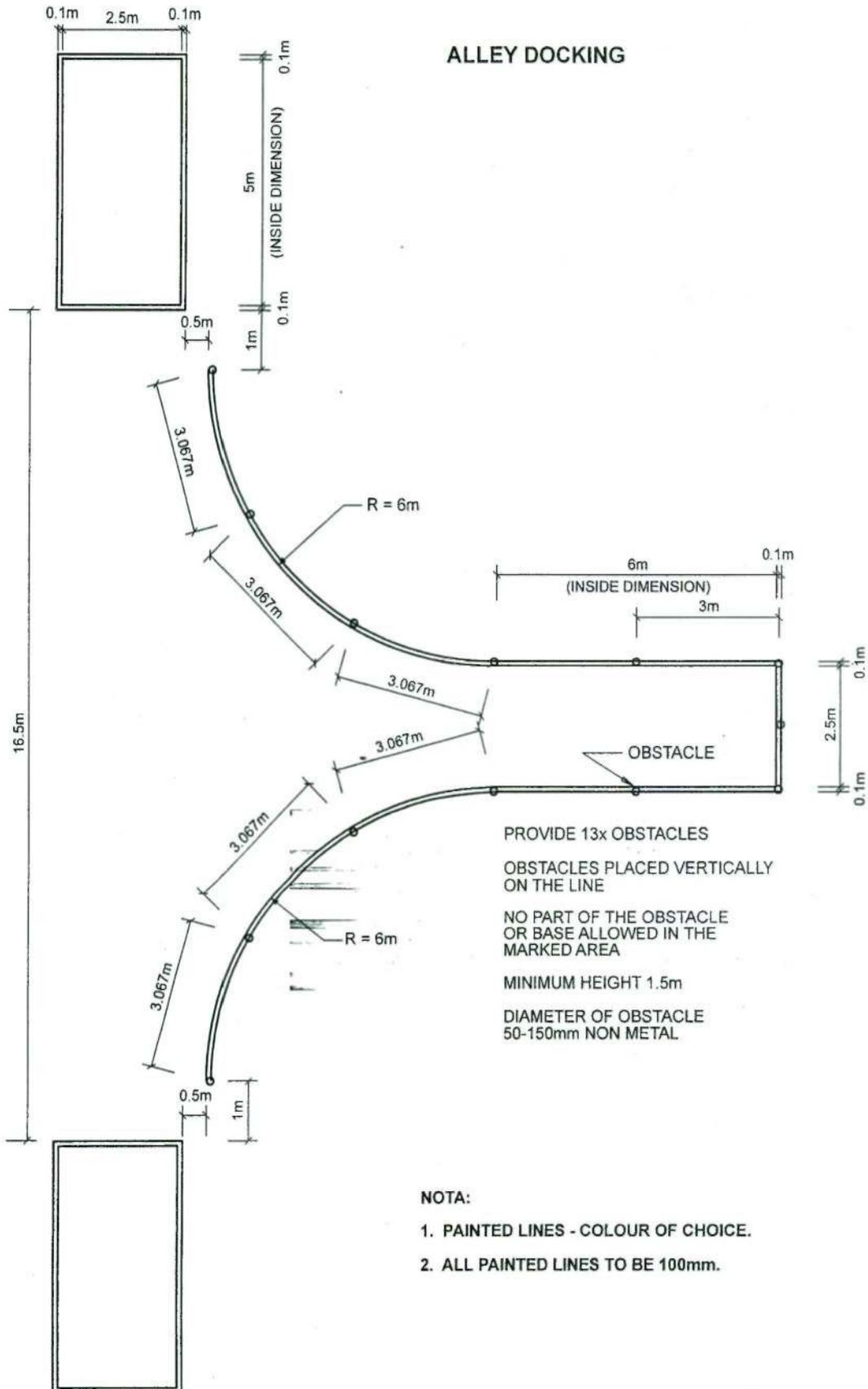
KERB
 MINIMUM 50mm
 MAXIMUM 200mm

PAINTED LINES
 100mm WIDE

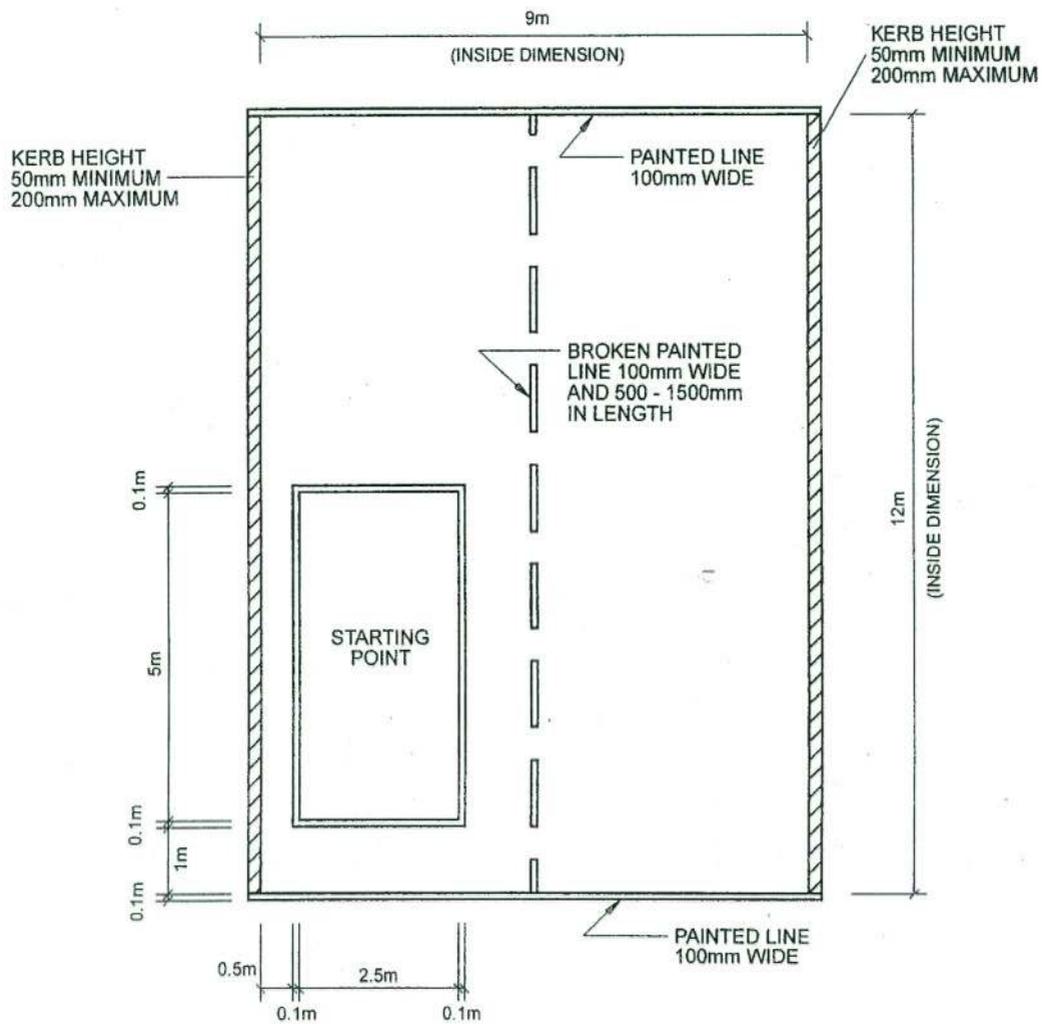
MARKED STARTING
 BLOCK LINES 100mm
 WIDE



ALLEY DOCKING



TURN IN THE ROAD



NOTE:

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

NOTICE 737 OF 2005
DEPARTMENT OF TRANSPORT

NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

**K53 PRACTICAL DRIVING TEST FOR MOTOR VEHICLE DRIVERS, VOLUME 2-
HEAVY MOTOR VEHICLES**

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75 (6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith publish in the Schedule for comments the "K53 Practical Driving Test for Motor Vehicle Drivers, Volume 2 – Heavy Motor Vehicles". All interested persons who have any objections or inputs to the proposed amendments are called upon to lodge their objections or submit their inputs, within 30 days from the date of publication of this Notice to:

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MINISTER OF TRANSPORT



Department of Transport

K53

Practical driving test for motor vehicle drivers

Volume 2

Heavy Motor Vehicles

Codes C1, C, EC1 & EC

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1. THE TEST

1.1 Purpose of the test

This is a practical test to determine the ability of heavy motor vehicle drivers. The full test consists of two separate parts, namely a yard test and a road test, jointly measuring the proficiency of a vehicle driver as 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 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 the 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.

1.5 Type of vehicle

The test is designed for the testing of drivers of:

- (a) motor vehicles of which T(Tare)/ GVM (gross vehicle mass) exceeds 3500 kg,
- (b) articulated vehicle and combinations of vehicles of which GCM (gross combination mass) of the drawing vehicle exceeds 3500 kilograms and
- (c) combinations of vehicles of which the (GVM) of the trailer exceed 750kg.

1.6 Ethics

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

2. TEST REQUIREMENTS

2.1 Material

The following are required in order to conduct this test:

- a roadworthy heavy motor vehicle or combination of motor vehicles with a seat next to the driver supplied by the applicant. (No load is required)
- a test report, (in duplicate)
- a pen,
- a clipboard, and
- a stop watch.

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. The technical data for the manoeuvres is as prescribed. (See page 86)

The test shall commence with pre-trip inspections.

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

- (a) Alley docking, (to the right)
- (b) Reverse in straight line,
- (c) Left turn, and
- (d) Incline start.

The technical data for the manoeuvres is as prescribed.(See page83)

2.3 Requirements for road test

The road test can only commence on 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.
- (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 may 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

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 to hinder or anything to instruct or obstruct an applicant during a test and the applicant shall be under his/her direct supervision at all times.

The only persons who can accompany the applicant during test are the examiners, representatives of the inspectorate and of the supervisor of examiners.

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 at any stage fail the test 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 (the 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 of 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.

- The examiner shall guide the applicant to the starting point of every yard test manoeuvre, and instruct him/her to apply the parking brake, select neutral and cancel signal. (If applicable)
- A person with a physical disability shall make an attempt to check the appropriate blind spot.
- All errors made during both the 1st 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 the weather conditions on instruction and under the supervision of the examiner for every test.

Interior (Module 1)

- (a) The examiner shall request the applicant to enter the vehicle and operate the lights, (dipped beam and main beam) direction indicators, brake lights, wipers and horn on request.
- (b) The examiner shall request the applicant to proceed with the pre-trip inspection.
- (c) The examiner may allow minor defects to be rectified, however, no extra time shall be allowed and the stop watch shall not be stopped.
- (d) Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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.

Exterior (Module 2)

- (a) The examiner shall accompany the applicant around his/her vehicle, where the applicant shall conduct a pre-trip exterior inspection, prior to entering the vehicle, whilst the engine is idling.
- (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 any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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.

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

Entering

The examiner shall inform the applicant of the following:

- (a) stopping is permissible at any stage, and
- (b) One forward movement may be permitted for each attempt. (Only for combinations of vehicles)
- (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 passed 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.

3.1.3 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-end of the vehicle within or beyond the 5m stopping zone.

3.1.4 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.

3.1.5 Incline start (Module 18 and 19)

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 minimum requirements shall be completed, and
- (c) when 45 minutes has elapsed, provided the minimum requirement have been met 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 disqualification was committed 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 disqualification was committed 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 prescribed test report.

DEPARTMENT OF TRANSPORT

HEAVY MOTOR VEHICLE

TEST REPORT

CODE C1 & C

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	•	Touche 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	Seal.	•	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			

DEPARTMENT OF TRANSPORT

HEAVY MOTOR VEHICLE

TEST REPORT

CODE EC1 & EC

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	R.	•	Right
			Rides	•	Riding the clutch
Eng.c.	•	Engine compartment	Roll	•	Rolling
Ent.	•	Entering freeway			
Ex.	•	Exiting freeway	Seat.	•	Seat adjustment
Ext.	•	Exterior of vehicle	Sig.	•	Signal intention
Eyes	•	Keep eyes on the road	Sig.can.	•	Cancels signal
			Slips	•	Slipping the clutch
F.cap.	•	Fuel cap	Slow	•	Too slow for conditions
Fast	•	Too fast for conditions	Srn/co.	•	Smooth and co-ordinated
Fol.dist.	•	Following distance	Stall.	•	Stalls engine
			Stop	•	Stopping
Gear	•	Gear changing/selection	Str.eng	•	Starts engine
			Strad.	•	Straddles
Hand.L.	•	Hand signal to indicate intention to turn to the left			
Hand.R.	•	Hand signal to indicate intention to turn to the right	T. line	•	Touch line / road marking
Hand.S.	•	Hand signal to indicate intention to stop or reduce speed suddenly	Tyr.	•	Tyres
Horn	•	Use of horn			
			Un.veh.	•	Observe under vehicle for obstructions
Int.	•	Interior of vehicle			
			Veh.ent.	•	Vehicle entrances and driveways
L.	•	Left			
Len./Ref.	•	Lenses and reflectors	W.T.L.	•	Waits too long the road
Ln.Chng.	•	Lane changing in an intersection	Wand.	•	Wanders
			Warn lts/gauges	•	Warning lights and gauges
M.kerb	•	Mounts kerb	Wheels	•	Wheels straight for turning
Man.	•	Manual transmission	Whilst cnr.	•	Whilst cornering
Mech.Fail.	•	Mechanical failure	Wide/Cut	•	Steering too wide/cutting
Method	•	Steering method	Wip	•	Windscreens/wipers
Mir.	•	Mirrors			
Mir. whilst cnr.	•	Mirrors whilst cornering			
Move	•	Moving off			

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 Should the applicant fail to check mirror or blind spot or both for the yard test, he/she shall only be penalise 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 shall 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
(1) 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 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 for codes EC1 and EC.
- The duration of the yard test shall not exceed 20 minutes for code C1 and C.
- The "DURATION" of the test shall always be reported in full minutes and should therefore be rounded off to the previous full minute.

Example - codes EC and EC1:

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.

Example - codes C1 and C:

20 minutes 1 second shall count as 20 minutes
 20 minutes 59 sec 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:
 - he/she has been allocated more than the 20 penalty points for codes EC1 and EC or in the case of code C1 and C, when more than the 20 penalty points has been allocated,
 - he/she exceeds the time limit of 20 minutes, (pre-trip inspections and yard test manoeuvres for codes EC1 and EC)
 - he/she exceeds the time limit of 20 minutes, (pre-trip inspections and yard test manoeuvres for code C1 and C) or
 - a circle was 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 shall 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 5.
- 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	14:54	21:48
ACTUAL TIME	08H06	08H24
DURATION	14 min	22 min

Duration of road test in minutes	X 5 =	Maximum penalty points allowed
21		105
22		110
23		115
24		120
25		125
26		130
27		135
28		140
29		145
30		150
31		155
32		160
33		165
34		170
35		175
36		180
37		185
38		190
39		195
40		200
41		205
42		210
43		215
44		220
45		225
Maximum penalty points allowed for yard test		20 (Code C1 and C)
Maximum penalty points allowed for yard test		20 (Codes EC1 and EC)

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 - 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 lights and gauges, 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 "on" position without starting the engine.
8. Check electric window operation, if applicable.
9. Check all instruments on instrument panel and mention any changes.
10. Check operation of front and rear lights, indicators, horn and wipers.
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 all doors are properly closed and that passengers are conversant with the operation of doors.
16. Fasten seatbelt and request passengers to fasten seatbelts.
17. Ensure the passengers are conversant with the operation 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 stop watch shall not be stopped)

Note C:

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

Module 2:

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 anti-clockwise direction.
4. Check right-hand rearview mirror for damage, cleanliness and stability. (If fitted)
5. Check right-hand portion of the windscreen for damage and cleanliness.
6. Check right-hand wiper blades for wear, stability and cleanliness and leave in extended position.
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 front side lenses and reflectors for damage, cleanliness and stability.
9. Check front of vehicle for damage and security of bonnet, 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 reflector 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 blades as per item 6.
16. Check Certificate of Clearance/Roadworthiness disc and Operator Certificate (if applicable) for validity.
17. Check left-hand exterior mirror as described in item 4. (If fitted)
18. Check left-hand door(s) for operation of door(s) and window winder(s). (If manually operative)
19. Check seat belts for stability and damage.
20. Check information plate for damage, cleanliness, stability and validity. (If applicable)
21. Check left rear wheel as described in item 7
22. Check left rear of cab and windows (if applicable) for damage, cleanliness and stability.
23. Check tilt cab locking device if applicable.
24. In case of an articulated vehicle check the service lines and couplings for damage and stability.
25. Check for air leaks.
26. Check batteries and holder for damage and stability.
27. Check air tanks for damage and stability and test for water in tanks (if applicable)
28. In the case of an articulated vehicle check the trailer for clearance certificate and registration plate for validity.
29. In the case of a trailer check the left front reflector for damage, cleanliness and stability.
30. In the case of a truck-tractor check the left rear wheels. Tread for wear or damage, side walls, tyre pressure, dust cap, oil and grease leaks, wheelnuts and objects between double wheels.
31. Mention that spare wheel, jack and wheel spanner should be checked.
32. In the case of a truck-tractor, check the left rear lenses and reflectors and per item 8.
33. In the case of a truck-tractor check the chevron for damage, cleanliness, stability and validity.
34. Check left door, drop sides and or windows for damage, cleanliness and stability.
35. Check the left reflectors as per item 8.
36. In the case of a trailer check the left support leg for stability.
37. In the case of a trailer check the information plate as per item 20.
38. Check spare wheels in respect of tread wear and damage, sidewalls, pressure, dust cap and stability.
39. Ensure that the trailer park brake is off. (If applicable)
40. Check left rear wheels as per items 7.
41. Check left rear lenses and reflectors as per item 8.
42. Check rear doors, dropsides or windows as per item 34.
43. Check rear chevron as per item 33.
44. Check rear registration plate and light as per item 11.
45. Check rear bumper for damage and stability.
46. Check rear right-hand lenses and reflectors as per item 8.
47. Check right-hand rear wheels as per item 7.
48. In the case of a semi-trailer check the right-hand support leg as per item 36.

49. Check right-hand doors, dropsides or windows as per item 34.
50. In the case of a truck-tractor check the rear registration plate and light as per item 11.
51. In the case of a truck tractor, check the rear right-hand lenses and reflectors as per item 8.
52. In the case of an articulated unit, check the fifth wheel coupling plus safety lockpin.
53. In the case of a truck tractor check the right-hand rear wheels as per item 7.
54. Check the rear of the vehicle and exhaust for damage and stability.
55. Check fuel tank and cap for stability.
56. Check right-hand rear of cab and windows as per item 5.
57. Check right-hand door(s) as per item 18.
58. Check right-hand front wheel as per item 7.

Note A:

On approach to the vehicle the examiner shall request the applicant to conduct a pre-trip exterior inspection whilst the engine is idling to ascertain amongst others if there are any leaks in the braking system.

Note B:

The examiner may allow minor defects to be rectified, however, no extra time will be allowed. (The stop watch 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 check the tyre tread for wear and for damage to the sidewall, and 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 2.

Module 3:**Starting procedure - manual transmission**

1. Ensure that parking brake is applied.
2. Ensure that gear-lever is in neutral position.
3. Ensure that all instruments are in non-function position.
4. Turn ignition key to "on" position without starting engine.
5. Check dashboard instruments for malfunction.
6. Apply choke if necessary or ensure choke is cancelled.
7. Select engine control switch to "on" (Diesel vehicles only).
8. Use pre-heater if required (Diesel vehicles only).
9. Turn ignition key to start engine.
10. Release hold on key as soon as engine starts.
11. Check dashboard instruments for systems malfunction.
12. Build up air pressure by letting engine idle until appropriate instruments indicate that air pressure is correct.
13. Cancel operation of choke, where applicable.

Module 4:**Starting procedure - automatic transmission**

1. Ensure that parking brake is applied.
2. Ensure that gear selector 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 dashboard warning lights and gauges for malfunction.
6. Apply choke if necessary or ensure choke is cancelled.
7. Select engine control switch to "on" (Diesel vehicles only).
8. Use pre-heater if required (Diesel vehicles only).
9. Turn ignition key further to start engine.
10. Release hold on key as soon as engine starts.
11. Check dashboard warning lights and gauges for systems malfunction.
12. Build-up air pressure by letting engine idle until appropriate instruments indicate that air pressure is correct.
13. Cancel operation of choke, where applicable.

Module 5:**Mirrors - use of**

1. Adjust rear view mirrors for maximum rear view vision only whilst vehicle is stationary. (Articulated vehicles shall be straight).
2. Check rear view mirrors on approach to any hazard.
3. Check rear view mirrors approximately every 5- 8 seconds.
4. Checking of rear-view mirrors 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 mirrors 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 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 mirrors he/she shall be penalised for:

STEERING

(5) Obs

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

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

Module 6:**Signalling**

1. Check rear view mirrors and appropriate blind spot.
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 horn.

Note A:

Care should be taken not to signal too early or where it could create confusion to 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 brake lights, 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 mirrors 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 mirrors and blind spot in the left.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm sideward 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 should be given in good time and for sufficient duration prior braking, gear changing or steering.

Note B:

This signal should 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 are permissible, however, if not successful at the 2nd attempt penalty points will again be allocated and the test continued.

Module 8:**Signalling - hand signals
(turning right)**

1. Check rear view mirrors and blind spot to right.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm sideward fully horizontal from shoulder with palm of hand to the front.
5. Retract arm in good time before braking and/or gear selection, if applicable, and before negotiating manoeuvre.
6. Replace hand to appropriate position on steering wheel.

Note A:

This signal should be given in good time and for sufficient duration prior to the manoeuvre.

Note B:

This signal should be used in conjunction with direction indicators which should 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 are permissible, however, if not successful at the 2nd attempt penalty points will again be allocated and the test continued.

Module 9:**Signalling - hand signals
(stop or sudden reduction of speed)**

1. Check rear view mirrors and blind spot to the right.
2. Extend right arm sideward 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 should be given in good time and for sufficient duration prior to braking or sudden reduction of speed.

Note B:

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

Note C:

The applicant should 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.

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

Module 10:

Signalling - horn

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

Note A:

Air horn should preferably not be used in built-up areas.

Module 11:**Clutch - use of**

1. Depress clutch pedal.
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 laboring or stalling the engine.
8. Double de-clutch, if necessary.

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

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 for every 5-8 seconds for:

CLUTCH

(1) Rides

Module 12:

**Moving off / proceed
(manual transmission)**

1. Obey all traffic signs, signals, rules and markings.
2. Check rear view mirrors 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 shall be discontinued.

Note B:

Observation and gear selection can be 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 / proceed
(automatic transmission)**

1. Obey all traffic signs, signals, rules and markings.
2. Check rear view mirrors 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.
7. Select gear if necessary.
8. Observe.
9. Release parking brake.
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 shall be discontinued.

Note B:

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

Note C:

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

MOVING OFF

- (1) Move

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 pull-and-push method.
5. Steer smoothly.
6. If possible do not wander or straddle lane markings.
7. Adjust positioning with due regard to moving or stationary hazards.
8. Keep at least one hand on the steering wheel at all time
9. Do not turn steering wheel whilst vehicle is stationary.
10. Counter steer when necessary.

Note A:

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

Note B:

If, the applicant continuously make 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 mirrors 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 mirrors.
6. Decelerate.
7. Select correct gear.
8. Check blind spot to the left.
9. Steer into appropriate lane.
10. Check rear-view mirrors whilst turning to ensure safe follow through of vehicle round the bend.
11. Accelerate smoothly.
12. Cancel signal.
13. Check rear-view mirrors.

Note A:

Only one attempt will be allowed.

Note B:

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

Note C:

Vehicles C1, shall not touch the centre line and shall keep left of such line. If C1 vehicle touch the boundary lines or centre line, they shall be marked as follows:

LEFT TURN

Mount kerb/T. line



the test will be discontinued

Note D:

Vehicles C, EC and EC1 may not touch the outer boundary lines of this manoeuvre. If C, EC and EC1 vehicles touch the boundary lines, they shall be marked as follows:

LEFT TURN

Mount kerb/T .line



the test will be discontinued.

Note E:

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 center line.

Module 16:**Reverse in straight line**

- Position the vehicle at the starting point.
 - Apply parking brake.
 - Select neutral. (or "P" for automatic transmission)
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 manual transmission.

Note A:

Only one attempt will be allowed.

Note B:

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

Note C:

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

Note D:

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

Note E:

Should the incorrect gear be selected when moving off from the starting point, this shall 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 a 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) wait for instructions

ENTERING

1. Check rear view mirrors 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 mirrors and appropriate blind spot.
15. Signal intension.
16. Select gear.
17. Obtain clutch control (Manual transmission).
18. Observe.
19. Release parking brake.
20. Steer out of demarcated area, without touching any obstacles.
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(stop-watch shall not be stopped)

Note B:

Stopping at any stage is permissible but no forward movement for a rigid vehicle shall be permissible during a single attempt.

Note C:

In the case of an articulated vehicle only one forward movement shall be allowed during each attempt.

Note D:

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

Note E:

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 F:

It is expected of the applicant while reversing, to check the opposite blind spot before the vehicle changes direction.

Note G:

Regarding

(1) Count st

is meant that the applicant turns the steering while the vehicle is stationary.

Note H:

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

Note I:

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

Note J:

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

Module 18:**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 mirrors 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 shall be discontinued.

Note E:

Should reverse gear be selected for moving off and the wheels of the vehicle move backwards, the applicant shall be penalised for:

UNCONTROLLED/DANGEROUS ACTION

and the test discontinue.

Module 19:

**Incline start
(automatic transmission)**

1. Stop where indicated without allowing the vehicle to move backwards.
2. Apply parking brake.
3. Check rear view mirrors 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 change into neutral, he/she shall not be penalised. It is, however, 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 shall be discontinued.

Note E:

Should reverse gear be selected for moving off and the wheels of the vehicle move backwards, the applicant shall be penalised for:

UNCONTROLLED/DANGEROUS ACTION

and the test discontinue.

Module 20:**Speed control**

1. Check rear view mirrors.
2. Adjust speed (select appropriate gear) as required, in accordance with traffic pattern, gradient of road, surface, visibility and speed restriction.
3. Accelerate, if necessary.
4. Decelerate, if necessary.
5. Make use of the engine or exhaust brake if necessary.
6. Brake, if applicable.

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 a 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

Note C:

Make use of the engine exhaust brake in accordance with traffic pattern or gradient of the road. This may not be used within an urban area.

Module 21:**Gear changing - up
(manual transmission)**

1. Maintain speed.
2. Place left foot 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 on accelerator pedal.
6. Select gear.
7. Replace hand to appropriate position on steering wheel.
8. Start releasing clutch pedal slowly and smoothly approximately 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 22:**Gear changing - down
(manual transmission)**

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

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 to reduce the speed.

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 labouring.

Note E:

Make use of the engine/exhaust brake in accordance with traffic pattern or gradient of the road, but it may not be used within an urban area.

Module 23:**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 24:**Gear changing - down
(automatic transmission) (manual selection)**

1. Check rearview mirrors
2. Release accelerator pedal smoothly.
3. Brake if necessary to appropriate speed for circumstances (braking shall be completed before changing down)
4. Select gear.
5. Replace hand to appropriate position on the 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.

Note D:

Make use of the engine/exhaust brake in accordance with traffic pattern or gradient of the road, but it may not be used within an urban area.

Module 25:

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 would then be penalised every 5 - 8 seconds for:

SPEED CONTROL

- (5) Fol. dist

Module 26:

Lane changing

1. Obey road traffic signs, signals, rules and markings.
2. Check rear-view mirrors 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:

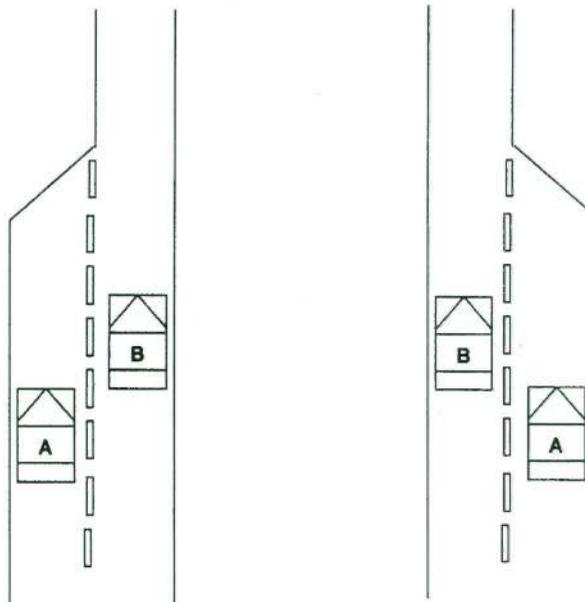
Vehicle "A" shall be required to do a lane change.

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 27:**Stopping - in traffic
(manual transmission)**

1. Check rear-view mirrors.
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 necessary.
5. Disengage clutch completely just before vehicle is brought to a complete standstill, without labouring 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 brake if necessary.
9. Ensure parking brake is effective before service brake is completely released.
10. 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 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 28:**Stopping - in traffic
(automatic transmission)**

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

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 29:**Stopping - for parking
(manual transmission)**

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

Note A:

Turn the front wheels in the directions 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 refers to operators manual.

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 30:**Stopping - for parking
(automatic transmission)**

1. Check rear view mirrors and necessary blind spot.
2. Signal intention.
3. Check appropriate blind spot if applicable.
4. Position vehicle, if necessary.
5. Check rear view mirrors.
6. Decelerate.
7. Brake.
8. Obtain and/or maintain a clear space behind or alongside obstruction or other road user, where applicable
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 of accessories, if applicable.
13. Switch engine off.
14. Check rear view mirrors and blind spots before opening doors, if applicable.

Note A:

Turn the front wheels in the directions 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 refers to operators manual.

Note C:

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:**Traffic control signals**

1. Check rear view mirrors and necessary blind spot if applicable.
2. Signal intention if necessary.
3. Obey traffic control signal.
4. Check rear view mirrors.
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 38 to 42.

Note C:

For scholar patrols, see Module 35.

Module 32:**Intersections - turning left**

1. Check rear-view mirrors and blind spot to left.
2. Signal intention.
3. Obey all traffic signs, signals, rules and markings.
4. Check blind spot to the left if applicable.
5. Position vehicle in lane if necessary.
6. Check mirrors.
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, necessary.
15. Check blind spot to left.
16. Steer into appropriate lane, obeying all road traffic signs, signals, rules and markings.
17. Check rear view mirrors 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 steering. 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 sufficient.

Module 33:**Intersections - turning right**

1. Check rear-view mirrors and blind spot to right.
2. Signal intention.
3. Obey all traffic signs, signals and markings.
4. Check blind spot to the right if applicable.
5. Position vehicle in lane if necessary.
6. Check mirrors.
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.
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 road traffic signs, signals and markings.
17. Check rear view mirrors whilst turning to ensure safe follow through of vehicle round.
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. 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 sufficient.

Module 34:**Intersections - proceeding straight**

1. Check rear view mirrors.
2. Obey all traffic signs, signals, rules and markings.
3. On approach check right and left for cross traffic and 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 will 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 35:**Intersections - stop signs**

1. Check rear view mirrors.
2. Decelerate.
3. Brake.
4. Stop.
5. Apply park brake if applicable.
6. 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 36:**Intersections - yield signs**

1. Check rear-view mirrors.
2. Check to right and left for cross-traffic and pedestrians.
3. Decelerate if necessary.
4. Brake if visibility is restricted or in accordance with cross traffic and pedestrians.
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/proceed if safe.

Module 37:**Intersections - uncontrolled**

1. Check rear-view mirrors.
2. Check to right and left for cross-traffic and pedestrians.
3. Decelerate if necessary.
4. Brake if visibility is restricted or in accordance with cross traffic and pedestrians.
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/proceed if safe.

Module 38:**Intersections - traffic lights
(flashing red)**

1. Check rear view mirrors.
2. Decelerate.
3. Brake.
4. Stop.
5. Applying parking brake, if necessary.
6. Select neutral, if necessary.

Note A:

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

Module 39:**Intersections - traffic lights
(steady red)**

1. Check rear view mirrors.
2. Decelerate.
3. Brake.
4. Stop.
5. Applying parking brake.
6. Select neutral, if necessary.

Note A:

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

Module 40:**Intersections - traffic lights
(green)**

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

Note A:

A flashing green arrow in conjunction with a steady red indication indicates that traffic may proceed in that direction 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 41:**Intersections - traffic lights
(flashing amber)**

1. Check rear-view mirrors.
2. Check to right and left for cross-traffic and pedestrians.
3. Decelerate if necessary.
4. Brake if visibility is restricted or in accordance with cross traffic and pedestrians.
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/proceed if safe.

Note A:

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

Module 42:**Intersections - traffic lights
(steady amber)**

1. Check rear view mirrors.
2. Decelerate.
3. Brake.
4. Select gear, if necessary.
5. Stop.
6. Applying parking brake.
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 43:**Intersections - roundabout**

1. Check rear-view mirrors.
2. Obey all road traffic signs, signals, rules and markings.
3. Yield to traffic and pedestrians, unless otherwise directed by road traffic signs or signals.
4. Decelerate, if necessary.
5. Brake, if necessary.
6. Select 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/proceed if safe.

Note A:

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

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

Note B:

Check rear view mirrors whilst turning to ensure safe follow through of vehicle.

Note C:

In the case of a mini-circle:

- (i) 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 which crossed yield-line first.

Module 44:**Block pedestrian crossings
(uncontrolled)**

1. Check rear-view mirrors.
2. Check to right and left for cross-traffic and pedestrians.
3. Decelerate if necessary.
4. Brake if visibility is restricted or in accordance with cross traffic and pedestrians.
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/proceed if safe.

Module 45:**Level crossings - guarded**

1. Check rear-view mirror(s).
2. On approach, look to 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 46:**Level crossing - unguarded**

1. Check rear-view mirrors.
2. Check to right and left for rail traffic.
3. Decelerate if necessary.
4. Brake if visibility is restricted or in accordance with cross traffic and pedestrians.
5. Select appropriate gear, if necessary.
6. Proceed if safe.
7. Stop, if necessary, at a safe distance or at least 5 metres from nearest rail.
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/proceed if safe.

Module 47:**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 the appropriate blind spot, 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 mirrors and blind spot.
6. Signal intention.
7. Check rear-view mirrors, if applicable.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot.
11. Steer further to the left, if safe, to allow clear safe space between vehicle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors and right blind spot before signalling if intending to return to the right.

Note A:

Adequate clear space shall be obtained before returning.

Module 48:**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 the appropriate blind spot, 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 mirrors and blind spot.
6. Signal intention.
7. Check rear-view mirrors and blind spot.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Check blind spot.
11. Steer further to the right, if safe, to allow clear safe space between vehicle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors and left blind spot before signalling if intending to return to the left.

Note A:

Adequate clear space shall be obtained before returning.

Module 49:**Being overtaken - on the left hand side**

1. Check rear-view mirrors 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:

The applicant shall not be penalised should he/she fail to drive in the left lane of a multi-lane road-way, except on a free-way.

Module 50:**Being overtaken - on the right-hand side**

1. Check rear-view mirrors 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.

Module 51:**Freeways - entering**

1. Select appropriate lane of the on-ramp.
2. Check rear-view mirrors and blind spot.
3. Signal intention, if applicable.
4. Accelerate, if necessary.
5. Check rear-view mirrors, 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.
13. Check the necessary blind spot(s).
14. Merge with traffic.
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:

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

Module 52:**Freeways - exiting**

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirrors.
3. Check blind spot to the left.
4. Signal intention.
5. Check blind spots to the right and left.
6. Maintain speed where possible and enter off-ramp.
7. Cancel signal.
8. Check rear-view mirrors.
9. 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 53:

Freeways -passing off - and on - ramps

Off-ramp:

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

On-ramp:

- 1. On approach check rear-view mirrors.
- 2. Check blind spot.
- 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 on-ramp or off-ramp, the error will be marked for:

FREEWAYS

	Ent	Ex.	
(5) Bl. Sp.	10

7. THE 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	The actual time of the day in hours and minutes, when the yard and/or 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 in to another indicated area.	In the case of parallel parking two additional movements will 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 outside a vehicle not visible to a driver even with the aid of rear-view mirrors.	Blind spots can only be eliminated by turning the head sufficiently in order to observe areas not otherwise visible - i.e. by looking quickly over the shoulder to the left or right.
Blind spot to the left	Areas on the left side of a vehicle not visible to a driver even with the aid of the left rearview mirror.	In a case of an enclosed cab, the left blind spot can only be eliminated by leaning forward when looking into the left rearview 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 should not be selected in order to replace or assist braking to reduce the speed of the vehicle. When braking is necessary it should 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 Signals ... 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 vehicle in order to move. The clutch pedal should be released smoothly in order to obtain contact point without jerking. Clutch control shall be obtained for moving off and when changing gears.
... coasting	See Coasting	
... disengage	See Disengage	
... double de-clutch	A method of clutch application used when changing gears of a vehicle fitted with a crash box.	<p>To change to a higher gear the clutch is to be pushed to the floor. The gear lever is moved into neutral and the clutch released. To select the next gear, the clutch is pressed right down to the floor (to activate the clutch brake). The clutch brake assists the gears of the gear box to sufficiently reduce revolutions so that the next gear can be selected. As soon as the engine revolutions are correct, the next gear is selected.</p> <p>When a lower gear is required the clutch is pressed in and the gear lever moved into neutral. The clutch is fully released. Depress the accelerator to increase the engine revolutions. Release the accelerator, depress the clutch and select the gear as soon as the engine revolutions are correct. Let the clutch out fully.</p>
... 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	

Feature	Definition	Qualification
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.
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 labouring the engine.
Double de clutch	See clutch ... double de-clutch	
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.
Engine brake	A device which is used to reduce the vehicle's speed by building up pressure in the engine when the device is activated.	The engine brake is normally used to control a vehicle's speed on a decline or to slow down slightly. This brake assists the service brake. The effectiveness of the brake is determined by the gear engaged. The engine brake should not be used in a built-up area.
Examiner	An examiner of driving licence as contemplated in the Road Traffic Act.	A person who has been appropriately trained, graded, registered and appointed as an examiner for driving licences.
Exhaust brake	A device which is used to reduce the vehicle's speed by restricting the flow of exhaust gasses from the engine which then has a braking effect on the vehicle.	The engine brake is normally used to control a vehicle's speed on a decline or to slow down slightly. The use of the exhaust brake assists the vehicle's service brake. The effectiveness of braking is determined by the gear engaged. The engine brake should not be used in a built-up area.
Fast	See Too fast	

Feature	Definition	Qualification
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.
Gear ... changing	Selecting of the gear which will allow the engine to operate at efficient RPM 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 minimize the increase of vehicle speed on a decline or to maintain a suitable speed on an incline. Whilst keeping the eyes on the road the appropriate gear should be selected smoothly without grating and in accordance with engine speed. 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	Any 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 proper observation and the appropriate signal has been given.

Feature	Definition	Qualification
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.
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.
Mirrors	A device to assist the driver to have a view to the rear without having to turn around to look over both shoulders.	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 mirrors when the use of mirrors, is required. 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 mirrors 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 labouring. Ensure there is clear space beyond an intersection. 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 mirrors and blind spot checks to determine whether it is safe to the rear, front and sides. Observation can commenced from either the left or right blind spot. Eyes shall not be taken from the road unnecessarily.
Obstacles		Equipment being use to demarcate manoeuvres.

Feature	Definition	Qualification
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.
Overtaking	Passing a stationary or moving hazard travelling 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 should be used when applying the parking brake to avoid wear or strain.
Riding clutch	See Clutch ... riding	
Roll		By roll, it is meant, a 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, brake lights, headlamps and hand signals. Rear-view mirrors 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 should 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 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, whilst the left hand slides upwards, but 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. Counter steering should be used where necessary. The steering wheel shall not be turned whilst the vehicle is stationary.</p>
... 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 an accurate course or to move unnecessarily to the left or right on the roadway.	

Feature	Definition	Qualification
... 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 unless unavoidable, 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.
... 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. (Cell-phones may not be used in place of a stop-watch)	"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 Signals ... sufficient duration	
Too fast	Driving a speed which is too high to be safe for conditions.	Speed should 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.
Too slow	Driving at such a speed 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.	

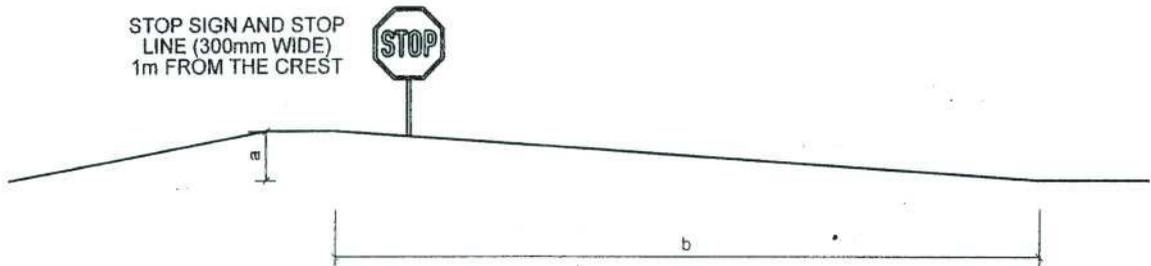
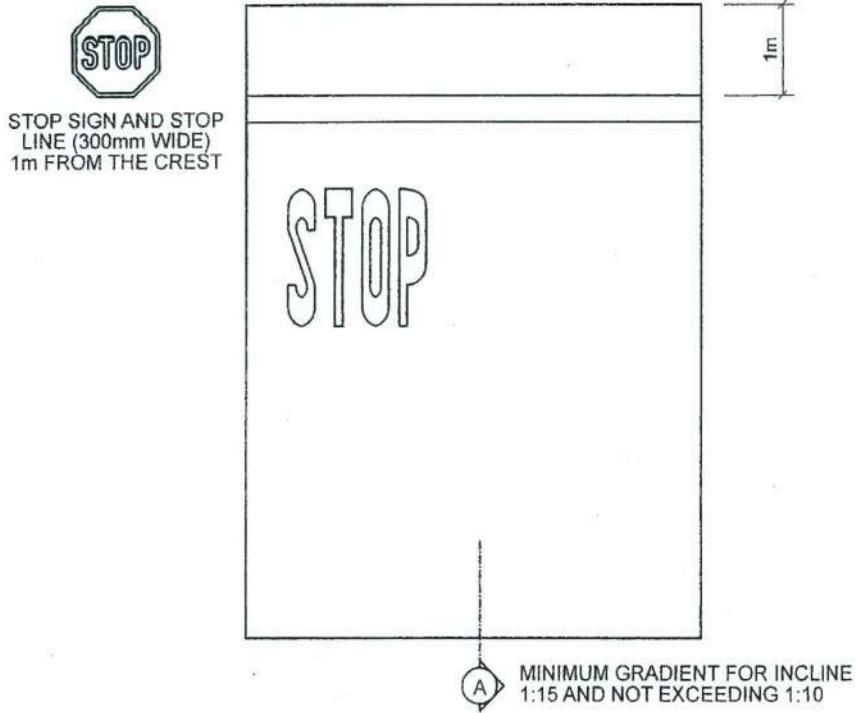
Feature	Definition	Qualification
Trailer brake	A hand controlled valve normally situated on the steering column of the hauling vehicle.	The trailer brake controls the application of the trailer's brake independent of the vehicle's service brake. It could be used to induce more braking on the trailer 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.	
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 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

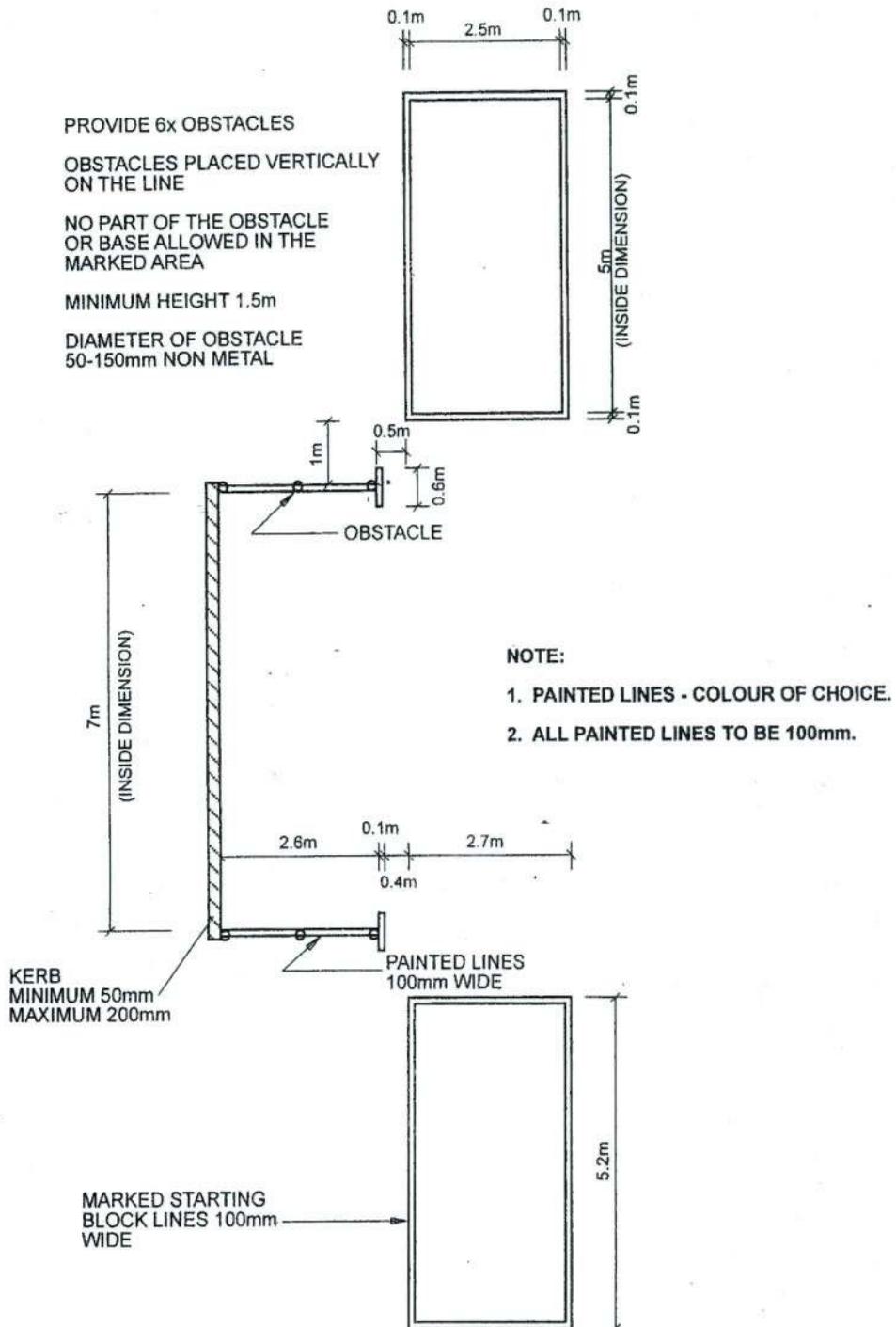


EXAMPLE
 IF $b = 10\text{m}$ AND $a = 666\text{mm}$ GRADIENT = 1:15
 IF $b = 10\text{m}$ AND $a = 1000\text{mm}$ GRADIENT = 1:10

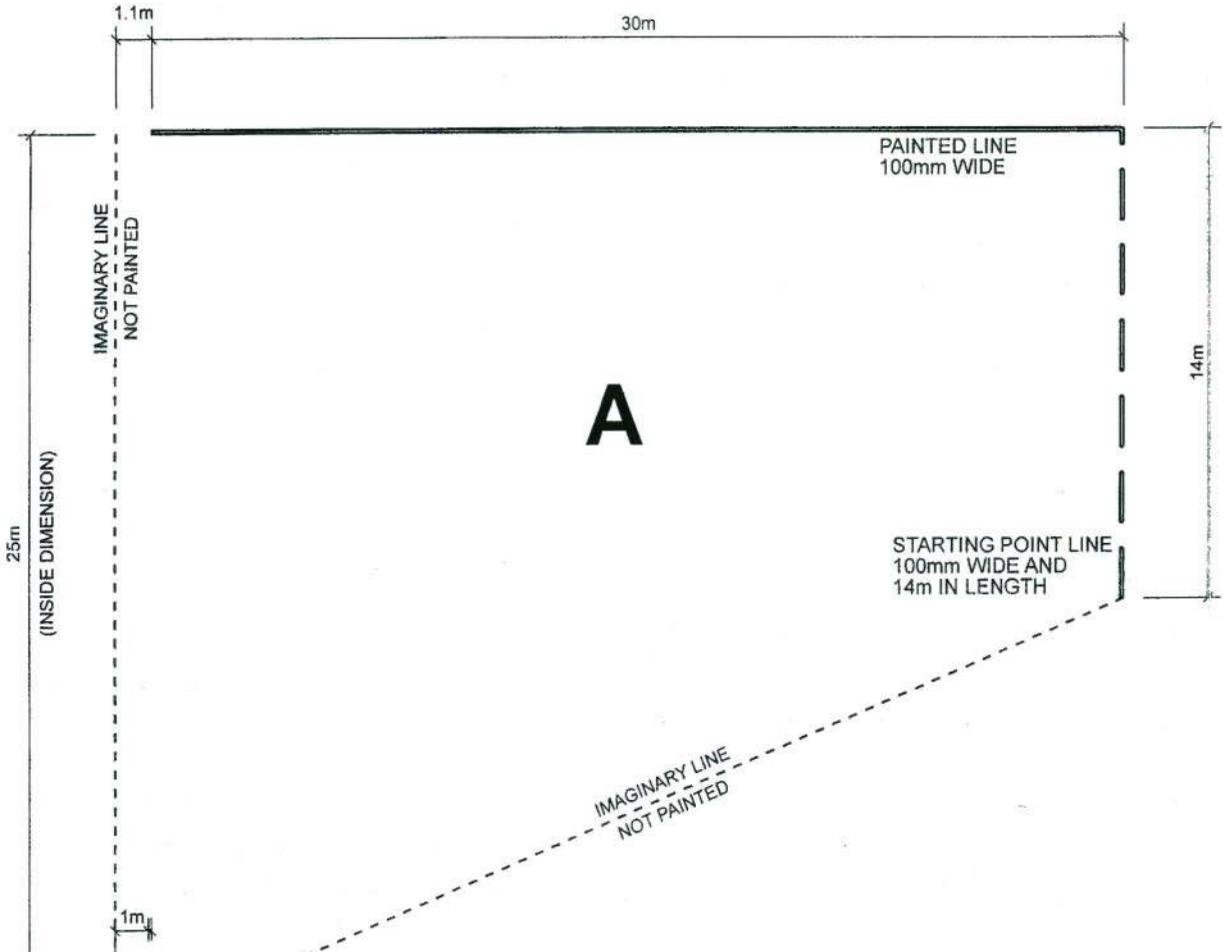
NOTE:

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



A

25m
(INSIDE DIMENSION)

17.5m
(INSIDE DIMENSION)

3.5m
(INSIDE DIMENSION)

5.833m

5.833m

5.833m

PAINTED LINE
100mm WIDE

STARTING POINT LINE
100mm WIDE AND
14m IN LENGTH

IMAGINARY LINE
NOT PAINTED

IMAGINARY LINE
NOT PAINTED

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

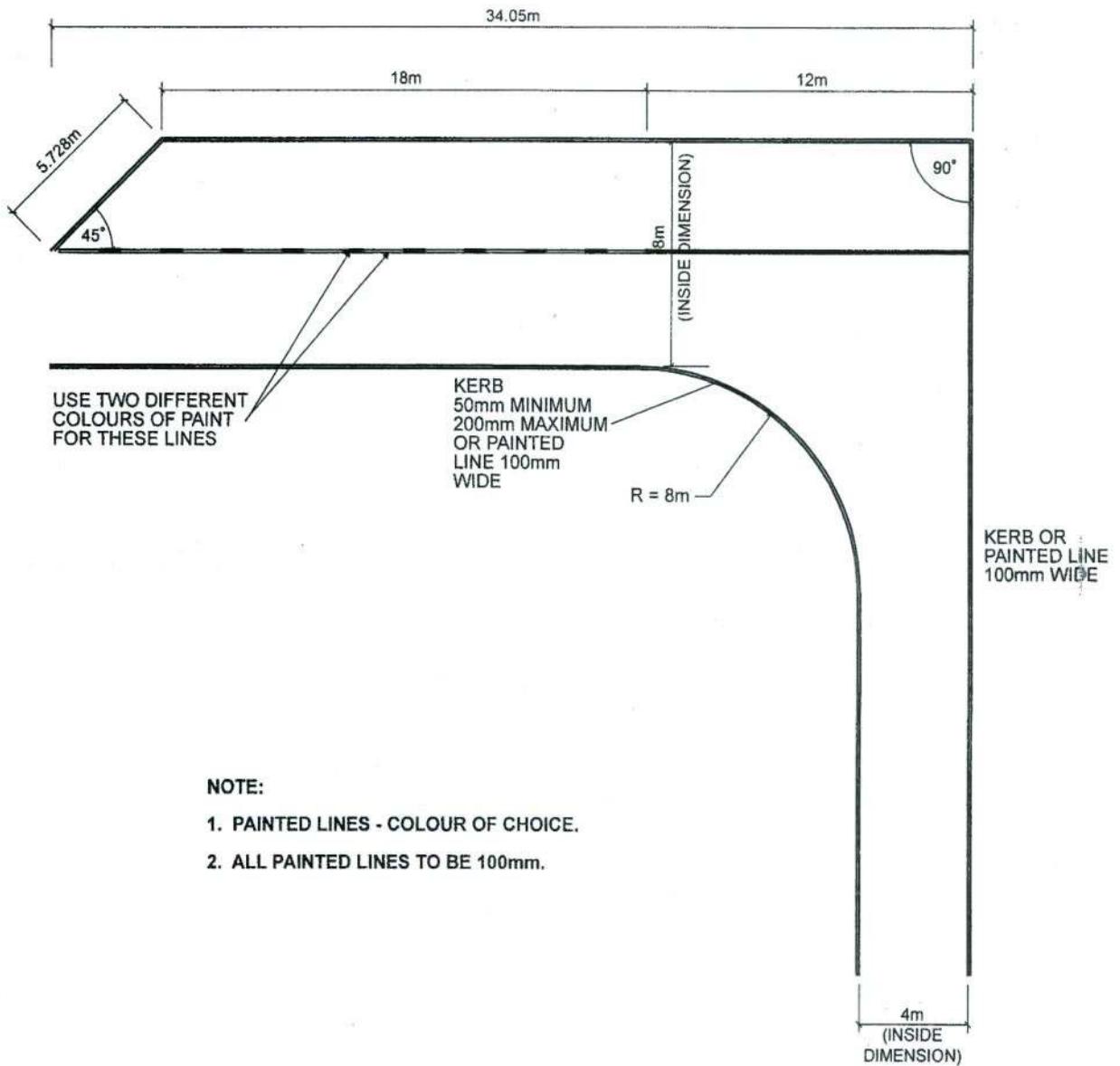
OBSTACLES PLACED VERTICALLY
ON THE LINE

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

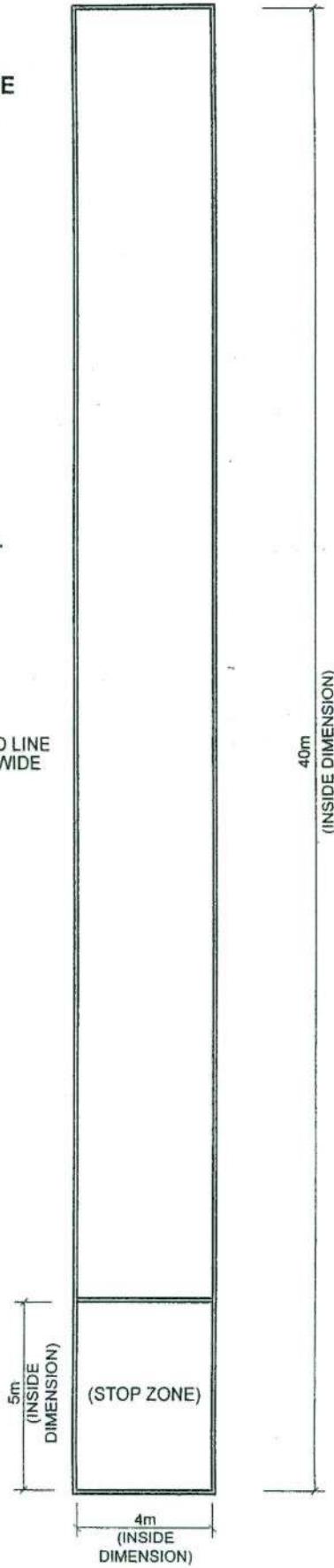


REVERSE IN A STRAIGHT LINE

NOTE:

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

PAINTED LINE
100mm WIDE



NOTICE 738 OF 2005

DEPARTMENT OF TRANSPORT

NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

**K53 PRACTICAL DRIVING TEST FOR MOTOR VEHICLE DRIVERS, VOLUME 3-
MOTORCYCLES**

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75 (6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith publish in the Schedule for comments the "K53 Practical Driving Test for Motor Vehicle Drivers, Volume 3 - Motorcycles". All interested persons who have any objections or inputs to the proposed amendments are called upon to lodge their objections or submit their inputs, within 30 days from the date of publication of this Notice to:

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J. T. Radebe
MINISTER OF TRANSPORT



Department of Transport

K53

Practical driving test for motorcycles

Volume 3

Motorcycles

Codes A1 & A

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1. THE TEST

1.1 Purpose of the test

This is a practical test to determine the ability of motorcycle riders. The full test consists of a yard test, which includes a pre-trip inspection, a starting procedure and a skill test. The test is a measure of the motorcycle rider's ability in respect of the handling of a motorcycle, obedience to traffic rules and the use of the system of vehicle control. The test will be used by A- and C grade driving licence testing centres to measure the proficiency of motorcycle riders 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 manual to determine training requirements. Modules in respect of various traffic situations have been included in this manual for that purpose, though not all have a bearing on the test.

1.2 Format of the test

The test is administered on a prescribed test track and is marked on the standard test report (see page 10) by an examiner 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 include Part 1 and Part 2 of the 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. For tests of speed management, turning speed judgement, emergency stops and swerves an apparatus measuring time and distance against pre-determined standards is used, and the test report is marked accordingly.

1.4 Method

Directly after the successful completion of Part 1(see page 5) of the test, which is conducted under the supervision of an examiner who is fully conversant with the contents of this document, can Part 2 (see page 6) of the test be administered, and shall be done on the same day. Every test shall be completed in full, before another test can be conducted by an examiner.

1.5 Type of vehicle

This test has been designed for riders of solo (two-wheeled) motorcycles, and not for three-wheeled (tricycle) or four-wheeled (quadricycle) motorcycles nor for a motorcycle with sidecar.

1.6 Ethics

Use of cellular phones and smoking are not permissible. (Examiner and applicant, as well as Inspectorate if applicable)

2. TEST REQUIREMENTS

2.1 Material

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

- a roadworthy motorcycle, supplied by the applicant,
- a test report (in duplicate),
- a pen, and
- an electronic measuring apparatus (in working order) complying with the requirements of the Department of Transport.

2.2 Requirements for the test

The test shall be administered on a prescribed track that is closed to other traffic and persons, and which complies with the following requirements:

A painted rectangle 38,12m x 15,25m (inside measurements) without kerbing or any other obstruction within one metre of any track boundary, a tarred, paved or other permanent surface which is reasonably level and skid resistant.

The painted markings for each test (see Technical Data) must be as prescribed. (See page 75)
An electronic measuring apparatus complying with the Department of Transport's requirements, is used as an aid to maintain objective standards. Examiners shall be fully conversant with the apparatus being used.

2.3 The test shall commence with the pre-trip inspections and all of the following manoeuvres shall be done, as prescribed:

- (a) Speed management
- (b) Moving off/Turns (left)
- (c) Lane change (right)
- (d) Incline start
- (e) Turning speed judgement (left and right)
- (f) Emergency stops (stop 1 and stop 2)
- (g) Emergency swerve (left and right)

3. IMPLEMENTATION OF THE TEST

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 guide the applicant to the starting point of every manoeuvre.

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 or supervisor of examiners may be allowed on the test track during a test.

From the commencement of Part 1 of the test to the completion of Part 2 of the test, the following items shall be marked throughout:

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

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

The "Start" and "Finish" - time shall be recorded in the appropriate blocks on the test report, however there is no time limit for this test.

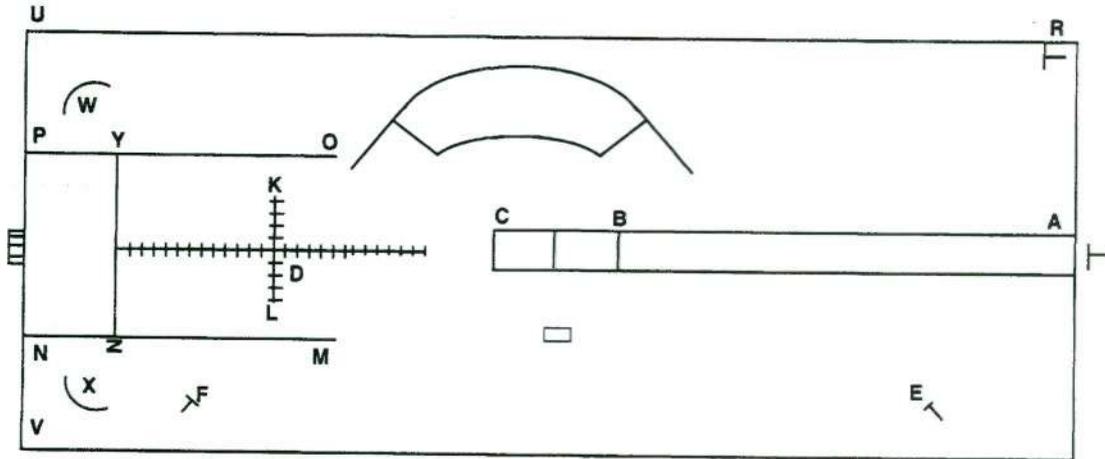
On completion of the test a copy of the test report shall be handed to the applicant, after it has been discussed with him/her.

3.1 THE TEST

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

- (a) observation shall be done and signals given as though on a public road,
 - (b) that a crash helmet, properly fastened, must be worn throughout the test,
 - (c) both wheels must remain in contact with the road surface at all times,
 - (d) the indicated boundary lines for a specific manoeuvre shall not be touched whilst such manoeuvre is being conducted,
 - (e) all road signs, signals, rules and markings shall be obeyed,
 - (f) to switch off the engine when the motorcycle is unattended,
 - (g) no uncontrolled or dangerous action shall be permitted, and
 - (h) questions may be asked.
- The instructions and explanation to conduct a manoeuvre shall only be given whilst the motorcycle is stationary prior to the commencement of that specific manoeuvre.
 - A person with a physical disability shall make an attempt to check the appropriate blind spot.
 - The applicant shall not be penalised for touching any boundary lines between manoeuvres.
 - Immediately after moving off, the applicant must place both feet on the motorcycle's footpegs.

- That the applicant may discontinue at any stage if he/she feels that the test is too difficult, but that he/she must complete the entire test in order to pass.



The complete test track. (See Technical Data for measurements)

3.2 PART ONE

3.2.1 Pre-trip inspection and Starting procedure

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

Pre-trip inspection (Module 1)

- The examiner accompanies the applicant to his/her motorcycle where the applicant shall conduct the pre-trip inspection.
- In the event of there being minor defects, the applicant may be allowed the opportunity to rectify them, however, a time limit of not more than 5 minutes will be allowed.
- Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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.

Starting procedure (Module 4)

- The examiner shall instruct the applicant to mount the motorcycle and to start the engine.
- The examiner shall instruct the applicant to operate the lights, direction indicators and horn.
- Should any of the items indicated on the test report under the headings "Pre-trip inspection" be inoperative, the vehicle will be considered unroadworthy and 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.
- If the applicant neglects to carry out an action it must be recorded as such in the appropriate section on the test report.

3.2.2 Speed management (Module 14)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A", along the path in the direction of "D" without touching the indicated boundary lines,
- (b) to change to a higher gear,
- (c) to accelerate to approximately 25km/h, and maintain a steady speed,
- (d) at point "C" to reduce speed evenly and progressively using both brakes without skidding,
- (e) to change to a lower gear,
- (f) to stop with the front wheel on cross point "D",
- (g) not to move the motorcycle until the examiner has checked the stopping point,
- (h) that if he/she rides too slowly or fails to stop within the prescribed distance from the cross point "D", he/she will be allowed two additional attempts, but
- (i) should he/she during the third attempt, ride too slowly or fail to stop within the prescribed distance from "D", the test will be discontinued.

3.2.3 Moving off/Turns (left)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "R" and to ride straight towards point "U",
- (b) at point "U" to turn left between the outer and inner boundary lines as at an intersection without touching either the inner or outer boundary lines of the corner at "W",
- (c) to stop at the stop line at "N",
- (d) to move off in the direction of "V",
- (e) to turn left at point "V" between the outer and inner boundary lines as at an intersection, without touching either the inner or outer boundary lines of the corner at "X". Once the turn is completed at point "X", the manoeuvre will end, and
- (f) only one attempt will be allowed.

3.2.4 Lane change (Module 23)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A" along the path in the direction of "D",
- (b) the left hand side line of the straight path between "A" and "C" may not be touched anywhere,
- (c) to change to a higher gear,
- (d) to carry out a lane change to the right without crossing line "O-P" and passing to the left of such line, and return to the examiner,
- (e) only one attempt will be allowed, and
- (f) the right hand side line of the straight path between "A" and "C" shall be crossed before getting to "C".

3.2.5 Incline start (Module 15)

The examiner shall instruct the applicant to:

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

3.3 PART TWO

3.3.1 Turning speed judgement (Module 16)

The examiner shall instruct the applicant as follows:

- (a) to move off from point "E",
- (b) to ride as fast as he/she can through the painted curve to the left,
- (c) without touching boundary lines (painted curve),
- (d) to stop at point "F" without touching the outer boundary line,
- (e) to repeat the test from point "F" in the opposite direction, and
- (f) if he/she rides too slowly but without touching a boundary line two additional attempts will be allowed.

3.3.2 Emergency stop/- swerves (Module 17& 18)

The examiner shall instruct the applicant as follows:

- (a) on command to move off from point "A",
- (b) the boundary lines of the straight path between "A" and "C" may not be touched anywhere,
- (c) to ride straight along the path in the direction of the signal lights and change to a higher gear,
- (d) to reach a speed of about 25km/h,
- (e) to watch the lights which will come on in any order, when he/she passes point "B",
- (f) should the middle (red) light come on, to stop the motorcycle as quickly as possible, without stopping further than the 45th calibration mark,
- (g) to remain stationary until the stop point has been determined,
- (h) should a amber light come on, to swerve as far in that direction as he/she can across (or beyond) the calibrated line "K-L", and to stop before the outer boundary line,
- (i) without touching lines "O-P", "M-N" or the outer boundary lines, and
- (j) if he/she rides too slowly or carries out a wrong manoeuvre but without touching a boundary line during the first attempt, two additional attempts will be allowed.

3.4 Fall

- 3.4.1 Should the applicant fall or let the motorcycle fall, circle the applicable black block at "UNCONTROLLED/DANGEROUS ACTION" on the test report and make a note under "Remarks" and discontinue the test.

3.5 Mechanical failure

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

3.6 Collision

- 3.6.1 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.
- 3.6.2 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 motorcycle is still roadworthy.

If the motorcycle is unroadworthy and/or the applicant wishes to have the test deferred, a cross will be made in the block marked "DEFERRED" and the test discontinued, provided that no disqualification was committed prior to the collision.

3.7 Deferred test

- 3.7.1 When conditions beyond the control of the examiner or the applicant are likely to affect a test adversely, the test shall be deferred.
- 3.7.2 Should a test be deferred, the reason shall be recorded under "GENERAL REMARKS".
- 3.7.3 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 prescribed test report.

DEPARTMENT OF TRANSPORT

MOTORCYCLE

TEST REPORT

CODE A1, A

Acc.	•	Acceleration	Move	•	Moving off
Actual	•	Actual value when crossing calibration lines	N.	•	Neutral
Aut.	•	Automatic transmission	No.att.	•	Number of attempts
Balance	•	Loss of balance	No.mve.	•	Number of movements
B.sp.	•	Blind spots	O/O	•	Odd / Odd
Br.	•	Braking	O/E	•	Odd / Even
Chain	•	Chain not checked	Obs.	•	Observation
Choke	•	Operation of choke	Op.horn	•	Operation of horn
Con.stop.	•	Controlled stop	Op.ind.	•	Operation of indicator
Dis.cl.	•	Disengage clutch	Op.lts.	•	Operation of lights
E/E	•	Even / Even	P.points	•	Penalty points scored
E/O	•	Even / Odd	R.	•	To the right
Eng."kill" switch	•	Position of engine "kill" switch	Roll	•	Lets vehicle roll
Fork	•	Fork not checked	Sig.	•	Signal intention
Fuel valve	•	Position of fuel valve	Sig.can.	•	Cancel signal
Gear	•	Gear changing/selection	Slow	•	Speed for manoeuvre too slow
Horn	•	Use of horn	Stall	•	Stalls engine
Ignition	•	Ignition key not switched on	Standard	•	Standard value given by electronic apparatus
L	•	To the left	Stop	•	Stop motorcycle
Man.	•	Manual transmission	Stop.point	•	Stop motorcycle on point "D"
Mech.Fail.	•	Mechanical failure	Str.eng	•	Starts engine
Mir.	•	Mirrors	T.line	•	Touch line
			Tyr.	•	Tyres
			Un.veh.	•	Observe under motorcycle for obstructions

NAME..... ID No..... CODE APPLIED FOR..... A A1
 L/LIC. No..... CODE.. PLACE OF ISSUE..... EXPIRY DATE.....
 VEHICLE MAKE..... CM³..... MAN. AUT. REGISTRATION No.....
 PHYSICAL DISABILITIES..... APPOINTMENT TIME..... WEATHER..... WET DRY

ROADWORTHINESS
Remarks.....

VIOLATION OF TRAFFIC LAW
Remarks.....

UNCONTROLLED/DANGEROUS ACTION
Remarks.....

COLLISION / MECH.FAIL
Remarks.....

CRASH HELMET
Remarks.....

MOVE OFF / TURNS
 (5) Obs
 (5) Sig
 (1) Gear
 (1) Move
 (5) Balance
 (1) Stall
 (3) Br
 (4) Sig can
 T.line
 No. att
 Roll
 Remarks.....

LANE CHANGE RIGHT
 (5) Obs
 (1) Gear
 (1) Move
 (5) Balance
 (1) Stall
 (5) Sig
 (4) Sig can
 T.line
 No. att
 Roll
 Remarks.....

INCLINE START
 Roll
 (3) Br
 (1) Gear
 (5) Obs
 (5) Sig
 (1) Move
 (b) balance
 (1) Stall
 (4) Sig can
 Remarks.....

PART TWO

MOVING OFF
 (5) Obs
 (1) Gear
 (1) Move
 (1) Stall
 (5) Balance
 Roll
 T.line
 Remarks.....

TURNING SPEED JUDGEMENT
 P points Left Right
 No. att Left Right
 T.line
 Remarks.....

E /E	Stop 1	Stop 2	L	R
E/O	Stop 1	R	L	Stop 2
O/E	R	Stop 1	Stop 2	L
O/O	L	R	Stop 1	Stop 2

EMERGENCY STOP
 Actual Stop 1 Stop 2
 Standard Stop 1 Stop 2
 P. points Stop 1 Stop 2
 No. att Stop 1 Stop 2
 Remarks.....

EMERGENCY SWERVE
 Standard Left Right
 Actual Left Right
 P. points Left Right
 No. att Left Right
 Remarks.....

STOPPING
 (3) Mir
 (3) Br
 (1) Dis.cl
 (5) Balance
 (5) Con. stop
 T.line
 Remarks.....

PART ONE

PRE-TRIP INSPECTION
 (1) Un.veh
 (1) Mir
 (1) Chain
 (1) Tyr.
 (1) Fork
 Remarks.....

MOUNTING / STARTING
 (2) Br
 (1) Fuel valve
 (1) Ignition
 (1) N
 (1) Eng."kill" switch
 (1) Choke
 (1) Str.eng
 (1) Op.ts
 (1) Op.ind
 (1) Op.horn
 (5) Balance
 Remarks.....

SPEED MANAGEMENT
 (5) Obs
 (1) Gear
 (1) Move
 (5) Balance
 (1) Stall
 (1) Dis.cl
 (3) Br
 Slow
 T.line
 Stop point
 Roll
 No.att
 Remarks.....

GENERAL REMARKS PART 1

GENERAL REMARKS PART 2

START TIME:	FINISH TIME:
TOTAL	PART 1
	50
TOTAL	PART 2
	90
PASS	FAIL
	DEFERRED

EXAMINER(Print).....

EXAMINER'S SIGNATURE.....

EXAMINER'S Infra.no.....

DRIVERS'S SIGNATURE / COPY RECEIVED.....

DATE.....

Remarks.....

5. SCORING METHOD

PART ONE

When marking the incorrect response during the test it must 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", one mark shall be indicated in the appropriate space.

Example:

(1) Tyre/

1

- 5.1.1 During this test, should the applicant fail to check the mirrors or blind spot or both, he/she shall only be penalised once for "Obs". (This shall not apply to Part Two - Stopping "Mir")

- 5.2 With regard to certain other responses more than one error can be marked - e.g. should the applicant carry out three moving off actions without observing, three marks shall be indicated in the appropriate space.

Example:

(5) Obs///

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 an outer boundary line whilst executing a manoeuvre, a circle shall be drawn around the black block at relevant manoeuvre. This indicates an immediate failure and the test shall be terminated.

Example:

T. line

--

- 5.4 Should a second or third attempt be permissible a cross shall be made in the appropriate block(s) and penalty points allocated where applicable, and the test will continue.

- 5.5 On completion of the test the examiner shall count the number of marks opposite each item, multiply by the value 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) Br///

9

- 5.6 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) Move/	1
(5) Balance/	5
Remarks	8

- 5.7 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 "Total" at the bottom center of the test report, in respect of Part One or Part Two.

Example:

TOTAL	PART ONE	50
TOTAL	PART TWO	90
PASS	FAIL	DEFERRED

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

Example:

(5) Balance	
(1) Stall/	1
(4) Sig. Can///	12
Remarks ... <i>Fails to cancel signal</i>	13

- 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 **Cut-off points Part One**

An applicant shall fail Part One of the test if:

- 5.9.1 the permissible 50 penalty points have been exceeded or
- 5.9.2 a circle has been drawn around any black block.

PART TWO

- 5.10 During the execution of manoeuvres in Part Two, all moving-off and stopping errors shall be recorded, in the appropriate section of the test report.
- 5.11 During turning speed judgement, the score (penalty points) value displayed on the electronic clipboard shall be entered in the appropriate block.
Example:

Turning speed judgement

	Left			Right		
P.points	6					5
No. Att.....				X	X	
T. Line						
Total						11

- 5.12 Only when the electronic clipboard displays "Slow" in a direction, two further attempts to obtain a points reading in that direction shall be allowed. Should a reading of "fast" be displayed and no boundary lines have been touched a value of zero (0) shall be entered and be regarded as an even number.
- 5.13 Should no reading be displayed at the third attempt in a specific direction or if a boundary line of the curve is touched, a circle shall be drawn around the appropriate square and the test discontinued.

Example:

Turning speed judgement

	Left			Right		
P.points	6					
No . Att				X	X	
T. Line						
Total						6

5.14 In order to determine the sequence of the remaining tests (emergency stop/swerve) the P.points recorded on the test report for the turning speed judgement test are used.

Example:

Turning speed judgement

	Left			Right		
P.points	6					5
No . Att				X	X	
T. Line						
Total						11

On the test report the sequence is given as follows:

E/E	Stop 1	Stop 2	L	R
E/O	Stop 1	R	L	Stop 2
O/E	R	Stop 1	Stop 2	L
O/O	L	R	Stop 1	Stop 2

- 5.14.1 Should the P.points as in 5.14 be 6 and 5, the sequence will be "Even/Odd" (E/O) and the test shall be carried out as indicated in the table. To avoid confusion cross off each action after completion.
- 5.14.2 Should the applicant carry out an incorrect manoeuvre, a maximum penalty point of 25 shall be recorded in the appropriate block, and another attempt will be allowed, if any attempts are still available.

5.15 Emergency Stop

During this manoeuvre the stopping distance of the motorcycle shall be recorded opposite "ACTUAL" under the heading "STOP".

5.15.1 Calculation of stopping distance

The actual distance ("20") shall be determined by measuring vertically from the front end of the front tyre to the calibrated line.

Should this point not coincide with a calibration mark, the previous calibration line crossed shall be taken as the actual stopping distance.

The "Standard" stopping distance ("16") which appears on the electronic clipboard display, shall be recorded on the test report opposite "STANDARD" under the heading "STOP 1". The difference between "ACTUAL" and "STANDARD" ("4") shall be recorded opposite "PENALTY POINTS" under the same "STOP 1" heading.

(For the above mentioned see example below).

Example:

Emergency Stop

	Stop 1			Stop 2		
Actual	20			X	15	
Standard	16			X	25	
P.points..	4			X	0	
No. Att						
Total						4

- 5.15.2 Should the applicant touch a boundary line of the straight path or stop further than the 45th calibration mark line, draw a circle around the appropriate black block "T-line" and discontinue the test.

Example:

T.line



5.16 Emergency swerve

During the emergency swerve, the point at which the rear wheel of the motorcycle crosses the calibrated line "K-L", shall be recorded opposite "Actual". Should the applicant swerve beyond the 7th calibrated mark, but without touching lines "M - N", "O - P" the "actual" mark to be recorded shall be 7.

5.16.1 Calculation of swerving distance

Should the rear wheel of the motorcycle not cross on a calibration line, take the next line beyond the calibrated STOP LINE as the crossing point and record that as the "ACTUAL" cross point("4"). The required "standard" readout on the electronic clipboard shall be recorded opposite "STANDARD" on the test report ("7"). The difference between "STANDARD" and "ACTUAL" ("3") shall be recorded opposite "PENALTY POINTS".

Example:

Emergency Swerve

	Left			Right		
Standard	X	7		5		
Actual	X	4		7		
P.points..	X	3		0		
No. Att						
Total						3

- 5.16.2 Should the applicant touch the boundary lines of the straight path, or the line "O-P" or "M-N", or fail to stop in time and touch an outer boundary line, draw a circle around the appropriate black block.

Example:

T.line



- 5.16.3 Should any of the manoeuvres give a reading of "Fast", but be done within the maximum standard allowed, zero (0) penalty points shall be recorded.

Example:

- (a) Emergency stop: The stopping distance does not exceed the 25th calibration mark as calculated in 5.15.1, and
- (b) Emergency swerve: The swerve distance is not less than the 5th calibration mark, as calculated in 5.16.1.

5.16.4 Should any of the manoeuvres give a reading of "Fast" and be done beyond the maximum permissible standard, or "Slow", a second attempt shall be allowed. Should the applicant ride too "Fast" during the second attempt and once again stop or swerve beyond the maximum permissible standard, or still ride too "Slow" a third (final) attempt shall be allowed.

5.17 Cut-off points Part Two

An applicant will fail Part Two of the test if:

5.17.1 he/she has exceeded 90 penalty points, or

5.17.2 a circle has been drawn around any black block.

5.18 Recording of time

Actual Start time - The actual time of the day for commencement of Part 1 of the test.

Actual Finish time - The actual time of the day the test finishes.

The examiner shall enter these times on the test report in the applicable blocks.

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**

1. Check under the motorcycle on approach for obvious leaks, obstructions, etc.
2. Inspect motorcycle for possible damage, preferably from top to bottom, from left to right, while moving in an anti-clockwise direction.
3. Check front wheel for tread depth, wear and damage, sidewall damage, inflation, valve cap, spokes, wheel hub, oil and grease leakage.
4. Check front brake disc/s for wear, if possible.
5. Check front shock absorbers/forks for damage, security and oil leakage.
6. Check front mudguard for damage and security.
7. Check front light/s, lenses and reflectors for damage, cleanliness and security.
8. Check left front indicator for damage, cleanliness and security.
9. Check windscreen/fairing for damage, cleanliness and security, if applicable.
10. Check controls, cables, mirror and clutch fluid level (if applicable) on the left side of the handlebar for damage, cleanliness, security and operation.
11. Check fuel tap/valve for damage, security, leaks and operation.
12. Check gear lever and left front footpeg for damage and security.
13. Check left side-cover for damage and security.
14. Mention that the battery should be checked for damage, security and fluid level.
15. Check left rear footpeg, chainguard, chain (tension and lubrication) exhaust and shock-absorber (if applicable) for damage and security.
16. Check left rear indicator for damage, cleanliness and security.
17. Check rear light, registration plate light, lens and reflector for damage, cleanliness and security.
18. Check rear registration plate for damage, cleanliness, security and legality.
19. Check rear wheel as described in item 3.
20. Check right rear indicator for damage, cleanliness and security.
21. Check rear brake disc and brake assembly for wear and security where possible.
22. Check right rear shock absorber and exhaust (if applicable) for damage, security and oil leaks.
23. Check right rear foot peg and side cover for security.
24. Check seat for damage, cleanliness and security.
25. Check right front foot peg for damage and security.
26. Check foot brake for free play, damage and security and brake fluid level, if applicable.
27. Check fuel tank and filler cap for security and leakage.
28. Mention that coolant and engine oil levels should be checked, if applicable.
29. Check radiator for damage and security, if applicable.
30. Check right hand controls, mirror, cables and brake fluid level (if applicable) as described in item 10.
31. Check right front indicator for damage, cleanliness and security.
32. Check Certificate of Clearance disc for validity, cleanliness and security.

Note A:

On approach to the motorcycle the examiner shall request the applicant to conduct a pre-trip inspection prior to mounting the motorcycle.

Note B:

In the event of there being minor defects, the applicant may be allowed the opportunity to rectify them, however, a time limit of 5 minutes will be allowed.

Note C:

The applicant shall not be penalised for the following:

- should he/she fail to execute the pre-trip inspection in a anti-clock wise direction,
- when he/she checks one wheel and later only refers to the other wheel,
- when he/she fails to check both sidewalls of a tyre for damage, and
- when checking those parts of the motorcycle 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 the applicant 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.

Module 2:**Mount - Dismount**

Mount: With side stand

1. Stand on left side of motorcycle and unlock steering, if applicable.
2. Grasp both handgrips and apply front brake.
3. Swing right leg over the motorcycle and sit on the seat.
4. Bring motorcycle upright and straighten front wheel.
5. Return side stand to secure position with foot, if applicable, and balance motorcycle.
6. Ensure that the motorcycle does not roll by applying the front brake.

Dismount: With side stand

1. Observe.
2. Apply front brake and extend side stand fully, if applicable, (select a firm surface for the side stand) while seated.
3. Allow the motorcycle to rest fully on the side stand and turn the front wheel to the left.
4. Rise from the seat and swing the right leg over the motorcycle.
5. Make sure that the motorcycle is standing securely before releasing the handgrips and the front brake.
6. Lock the steering, if applicable.

Mount: With centre stand

1. Stand on left side of motorcycle and unlock steering, if applicable.
2. Grasp left handgrip with left hand and the handle mounted under the seat with the right hand.
3. Pull motorcycle forward off centre stand and balance it.
4. Grasp both handgrips and apply front brake.
5. Swing right leg over the motorcycle and sit on the seat.
6. Keep motorcycle upright with front wheel straight.
7. Ensure that the motorcycle does not roll by applying the front brake.

Dismount: With centre stand

1. Observe.
2. Apply front brake, keeping front wheel straight.
3. Swing right leg over motorcycle and balance the motorcycle.
4. Grasp left handgrip with left hand and the handle mounted under the seat with the right hand.
5. Lower centre stand with right foot and press down firmly on it with motorcycle upright.
6. Pull upward and backward until motorcycle rests on stand.
7. Lock steering, if applicable.

Note A:

Should the applicant fail to apply the front brake when mounting the motorcycle he/she shall be penalised under:

STARTING

(2) Br

Module 3:**Pre-trip inspection - on motorcycle**

1. Turn ignition switch to "ON" position.
2. Check warning lights and gauges for malfunction.
3. Check operation of front- and rear lights, direction indicators, horn and stoplight.
4. Turn all switches to "OFF" position and turn the ignition key off.
5. Check pressure of brakes and clutch.
6. Check the throttle operation.
7. Check operation of the kick start lever, if applicable.
8. Adjust mirrors for maximum rear-view vision.

Note A:

The examiner shall request the applicant to mount the motorcycle and to operate the lights, direction indicators, horn and brake light.

Note B:

In the event of minor defects, the applicant may be given the opportunity to rectify them, however, a time limit of five minutes will be allowed.

Note C:

In certain cases the engine must be running in order to operate lights.

Module 4:**Starting and switching off procedures**

Starting engine:

1. Turn the fuel tap/valve "ON", if applicable.
2. Turn ignition key to "ON" position and check operation of warning lights and metres.
3. Ensure that the gear is in neutral. (Green warning light on)
4. Switch the engine "kill" switch to the "RUN" position.
5. Operate the choke, if necessary.
6. Start engine by pressing the start button or by kick starting it.
7. Release starter button/kick starter as soon as engine starts. (Fold kick start lever back, if necessary)
8. Cancel choke operation when applicable.

Stopping engine:

1. Switch accessories off, if applicable.
2. Stop engine by operating the engine "kill" switch.
3. Turn ignition key to "OFF" position.
4. Turn fuel tap/valve off, if applicable.
5. Select first gear, if applicable.

Note A:

For certain motorcycles it is necessary to pull in the clutch and/or return the side stand to the secure position in order to start the engine.

Module 5:**Mirrors - use of**

1. Adjust rear-view mirrors whilst motorcycle is stationary only, for maximum rear-view vision.
2. Check rear-view mirrors on approach to any hazard.
3. Check rear-view mirrors every 5 - 8 seconds.
4. Checking of rear-view mirrors should be of sufficient duration to determine traffic situations to the rear.

Note A:

Care should be taken not to look in mirrors for too long a period.

Note B:

References to mirrors mean the left and right rear-view mirrors.

Module 6:**Signalling**

1. Check the rear-view mirrors and appropriate blind spot, if applicable.
2. Signal in good time and for sufficient duration.
3. Ensure that signal is cancelled after completing manoeuvre or that presence has been established, for example, when using the horn.

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 motorcycle has been brought to a complete standstill.

Note D:

The checking of blind spots is not necessary when the brake lights, 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 mirrors shall be checked before braking commences. No blind spot should be checked before braking.

Module 7:**Signalling - hand signals
(turning left)**

1. Check rear-view mirrors and blind spot to the left.
2. Signal intention using direction indicators.
3. Check blind spot to the left.
4. Extend left arm horizontally sideways from shoulder, with palm facing forward.
5. Drop arm in good time.
6. Replace hand on handgrip 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.

Module 8:**Signalling - hand signals
(turning right)**

1. Check rear-view mirrors and blind spot to the right.
2. Signal intention using direction indicators.
3. Check blind spot to the right.
4. Extend right arm horizontally sideways from shoulder, with palm facing forward.
5. Drop arm in good time.
6. Replace hand on handgrip 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.

Module 9:**Signalling - hand signals
(stop or sudden reduction of speed)**

1. Check rear-view mirrors and blind spot to the right.
2. Extend right arm sideways from shoulder, with forearm vertically upward and with palm and hand to the front.
3. Drop arm in good time.
4. Replace hand on handgrip before braking, gear selection or steering.

Note A:

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

Module 10:**Signalling - horn**

1. Check rear-view mirrors.
2. Signal only when necessary, in good time and only for sufficient duration.
3. Replace hand on handgrip, if applicable.

Module 11:**Clutch - use of**

1. Pull clutch lever fully in.
2. Obtain clutch control.
3. Avoid unjustified "Slipping" of clutch.
4. Avoid unjustified "Riding" of clutch.
5. Avoid unjustified "Coasting".
6. Remove hand completely from clutch lever except for the purpose of gear changing, stopping, justified, "Slipping", "Riding" or "Coasting".
7. Disengage clutch completely just before motorcycle is brought to a complete standstill, without labouring or stalling engine.

Note A:

When coming to a stop, the brakes shall be applied 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 fingers may not rest on the clutch lever whilst the motorcycle's is in motion, except in stop-start traffic.

Module 12:**Moving off**

1. Keep motorcycle stationary by applying the rear brake.
2. Obey all road traffic signs, signals, rules and markings.
3. Check mirrors and appropriate blind spot, if applicable.
4. Signal intention, if applicable.
5. Ensure that there is clear space beyond the intersection before entering.
6. Ensure that the intersection is clear before entering.
7. Maintain clear space behind vehicle ahead before moving off. (Approximately 4 - 5 metres)
8. Select gear, if applicable.
9. Obtain clutch control, if applicable.
10. Observe.
11. Move off without lifting front wheel.
12. Maintain balance and place both feet on the front footpegs as soon as the motorcycle starts moving.
13. Accelerate as necessary.
14. Cancel signal, if applicable.

Note A:

Should the vehicle roll a circle shall be drawn around the black block "Roll" on the test report and the test discontinue.

Note B:

Observing and gear selection can be done simultaneously.

Note C:

Apply the front brake before releasing the rear brake and selecting the gear.

Note D:

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

Note E:

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

Note F:

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

MOVING OFF

- (1) Move

Note G:

Should it happen that the applicant touches a boundary line with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Module 13:**Steering**

1. Keep both hands on the handgrips.
2. Steer in a controlled manner to avoid cutting or negotiating corners and bends too wide.
3. Steer smoothly.
4. If possible, do not wander over lane markings.
5. Adjust position according to moving or stationary hazards.
6. Counter steer when necessary.

Module 14:**Speed management**

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear.
4. Do not touch boundary lines.
5. Brake at line "C".
6. Select a lower gear.
7. Stop with the front wheel on cross point "D" of the calibrated cross.
8. Maintain balance and do not move motorcycle until stopping point has been determined.

Note A:

Only three attempts shall be allowed if the first and second attempts were unsuccessful provided that no boundary lines have been touched.

Note B:

This is not an emergency stop.

Note C:

Stopping point shall be within the prescribed distance. (See glossary for "prescribed distance")

Note D:

Should a reading of "Fast" be displayed and the front wheel of the motorcycle is positioned within the prescribed distance, no penalty points shall be recorded and no further attempts shall be necessary.

Note E:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note F:

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

Module 15:

Incline start

1. Stop where indicated in the appropriate gear without allowing the motorcycle to move backwards.
2. Remain stationary using the rear brake.
3. Check rear-view mirrors and appropriate blind spot, if applicable.
4. Signal intention, if applicable.
5. Obtain clutch control.
6. Observe.
7. Move off without rolling and/or lifting the front wheel.
8. Maintain balance, place both feet on the front footpegs as soon as the motorcycle starts moving.
9. Accelerate as necessary.
10. Cancel signal, if applicable.

Note A:

Should the applicant spin the rear wheel, or lift the front wheel of the motorcycle when moving off, he/she shall be penalised for:

INCLINE START

(1) Move

Note B:

Only one attempt shall be permitted.

Note C:

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

Module 16:

Turning speed judgement

1. Observe.
2. Move off.
3. Accelerate and ride as fast as possible through the curve.
4. Do not touch the curved boundary lines.
5. Stop at the second starting point, without touching the outer boundary line.
6. Repeat in the opposite direction.

Note A:

Only three attempts in one direction shall be allowed if the first and second attempts were unsuccessful and provided that no boundary lines have been touched.

Note B:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note C:

- During "Turning speed judgement" the points value displayed on the electronic clipboard shall be entered in the appropriate block.
- Example:

Turning speed judgement

	Left			Right		
P.points.....	6					5
No. Att.....				X	X	
T. Line.....						
Total						11

- Only when the electronic clipboard displays "Slow", two further attempts to obtain a reading shall be allowed. Should a reading of "Fast" be displayed and no boundary lines have been touched a zero (0) shall be entered and be regarded as an even number.
- Certain electronic apparatus do not display "Slow" and should a reading of 1.5 seconds or more be displayed, it shall be regarded as "Slow". A reading of 0.8 seconds or less shall be regarded as "Fast".

Note D:

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

Module 17:

Emergency stop

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear, if applicable.
4. Do not touch the boundary lines.
5. Disengage clutch, if applicable.
6. Apply both brakes simultaneously when the red light comes on.
7. Bring the motorcycle to a controlled stop in the shortest possible distance.
8. Maintain balance and do not move the motorcycle until the measurement has been taken.

Note A:

Pressure on the rear brake pedal or the front brake lever shall be eased if either wheel(s) should skid.

Note B:

Only three attempts in any direction shall be allowed if the first and second attempts were unsuccessful, provided no boundary lines were touched.

Note C:

Should a reading of "Fast" be displayed, the motorcycle shall be stopped before the 26th calibration mark in order to pass this manoeuvre, in which case no penalty points shall be recorded.

Note D:

Should the applicant carry out an incorrect action (swerve), 25 penalty points shall be recorded in the appropriate block. This manoeuvre shall be repeated until the correct action is executed. Only three (3) attempts shall be permissible.

Note E:

Should a reading of "Fast" be displayed, and the stopping point beyond the 26th calibration mark, or a reading of "Slow" is displayed, a second attempt shall be allowed. Should the applicant still ride too "Fast", and still does not stop before the 26th calibration mark, or still ride too "Slow", a third (final) attempt shall be allowed.

Note F:

Should the applicant touch a boundary line of the straight path, or stop further than the 45th calibration mark, a circle shall be drawn around the appropriate block "T - line", and discontinue the test.

Example:



Note G:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note H:

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

Module 18:**Emergency swerve**

1. Observe.
2. Move off.
3. Accelerate and change to a higher gear, if applicable.
4. Do not touch the boundary lines.
5. Disengage clutch, if applicable.
6. When a amber light comes on, swerve in the direction of that light to cross line "K-L" as far as possible from the cross point "D".
7. Straighten up so that lines "M-N" or "O-P" are not touched.
8. Stop without touching the outer boundary lines.

Note A:

Only three attempts in any direction shall be allowed if the first and second attempts were unsuccessful, provided no boundary lines were touched.

Note B:

Should a reading of "fast" be displayed, the line shall be crossed beyond the 4th calibration mark in order to pass this manoeuvre, in which case no penalty points shall be recorded.

Note C:

Should the applicant carry out an incorrect action (swerve in wrong direction or brake/stop), 25 penalty points shall be recorded in the appropriate block. This manoeuvre shall be repeated until the correct action is executed. Only three (3) attempts shall be permissible.

Note D:

Should a reading of "Fast" be given, and the swerve distance is less than the 5th calibration mark, or a reading of "Slow" is given, a second attempt shall be allowed. Should the applicant still ride too "Fast", and still does not cross the calibration line beyond the 4th calibration mark, or still ride too "Slow", a third (final) attempt shall be allowed.

Note E:

Should the applicant, whilst executing this manoeuvre touch any one of the boundary lines, whether it was those of the straight path, or of lines "O - P", "M - N" or the outer boundary lines, a circle shall be drawn around the appropriate black block next to "T - line", and discontinue the test.

Example:

T. line

**Note F:**

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note G:

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

Module 19:**Speed management**

1. Check rear-view mirrors.
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 motorcycle increases considerably without application of the throttle and if continuous use of the brakes are 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 replace braking.

Module 20:**Gear changing - up**

1. Maintain speed.
2. Cover clutch lever with left hand.
3. Start pulling clutch lever approximately to contact point.
4. Close throttle smoothly and completely whilst pulling in clutch lever completely.
5. Select higher gear, and remove foot from lever.
6. Start releasing clutch lever slowly and smoothly to contact point.
7. Open throttle smoothly and progressively whilst releasing clutch lever completely.

Note A:

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

Module 21:**Gear changing - down**

1. Check rear-view mirrors.
2. Close throttle smoothly.
3. Brake if necessary to appropriate speed for circumstances.
4. Pull clutch lever fully in.
5. Select lower gear and remove foot from lever.
6. Releasing clutch lever to contact point.
7. Open throttle smoothly and progressively whilst releasing clutch lever completely.

Note A:

Avoid selecting a lower gear to replace or assist braking.

Note B:

Gears should preferably be changed whilst travelling on a straight course.

Note C:

If an ascending gradient is being negotiated where road speed reduced despite continuous application of the throttle, 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 and/or the engine starts labouring.

Module 22:**Following other vehicles**

1. Obtain and where possible, maintain a minimum 2-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.

Module 23:**Lane changing**

1. Obey all road traffic signs, signals, rules and markings.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intension.
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:

The left hand side line of the straight path between "A" and "C" shall not be touched anywhere.

Note D:

The right hand side line of the straight path between "A" and "C" shall be crossed before getting to "C".

Note E:

The applicant shall carry out a lane change to the right without crossing line "O-P" and passing to the left of such line, and return to the examiner.

Note F:

Should it happen that the applicant touches either line of the straight path with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note G:

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

Module 24:**Stopping - in traffic**

1. Check rear-view mirrors.
2. Decelerate.
3. Brake timeously, smoothly and progressively with both brakes, without locking wheels and in complete control, keeping both hands on the handgrips.
4. Select appropriate gear, if applicable.
5. Disengage clutch just before motorcycle is brought to a complete standstill, without labouring or stalling the engine.
6. Obtain and/or maintain clear space behind or alongside any 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. Select neutral, if applicable.
9. Keep motorcycle stationary using the rear or front brake.
10. Release clutch lever, if applicable.

Note A:

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.

Note B:

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 25:**Stopping - for parking**

1. Check rear-view mirrors and appropriate blind spot.
2. Signal intention.
3. Check appropriate, blind spot, if applicable.
4. Position, if necessary.
5. Check rear-view mirrors.
6. Decelerate.
7. Brake.
8. Select appropriate gear, if applicable.
9. Disengage clutch completely before the motorcycle is brought to a complete stop, without labouring or stalling the engine.
10. Obtain and/or maintain a clear space behind or alongside any obstruction or other road user, where applicable.
11. Stop in accordance with road traffic signs, signals, rules and markings.
12. Cancel signal and switch accessories off, if applicable.
13. Select appropriate gear or neutral, if necessary.
14. Switch engine off by means of the engine "kill" switch.
15. Turn ignition key to off.
16. Turn fuel tap to off, if applicable.
17. Park the motorcycle on the appropriate stand.
18. Lock the steering if applicable.

Module 26:**Traffic control signals**

1. Check rear-view mirrors and appropriate blind spot, if applicable.
2. Signal intention, if necessary.
3. Obey traffic control signal.
4. Check rear-view mirrors, 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 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, signalmen at level crossings and drivers of emergency vehicles sounding a device or bell.

Note B:

For traffic lights see Modules 33 - 37.

Note C:

For scholar patrols, see Module 30.

Module 27:**Intersections - turning left**

1. Check rear-view mirrors and blind spot to left, if applicable.
2. Position motorcycle in lane, if necessary.
3. Check mirrors and blind spot to left.
4. Signal intention.
5. Obey all road traffic signs, signals, rules and markings.
6. Check rear-view mirrors.
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 neutral, if applicable.
13. Select gear, if necessary.
14. Observe, if applicable.
15. Move off/proceed, if necessary.
16. Check blind spot to left, if applicable.
17. Steer and position in appropriate lane, obeying all road traffic signs, signals, rules and markings.
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.

Note B:

Position the motorcycle at all times in such a way that you discourage other road-users from sharing the lane with you.

Note C:

Should it happen that the applicant touches a boundary line for this manoeuvre with one of his/her feet after moving off, he/she shall be penalised for "Balance", and not for "T. Line".

Note D:

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

Module 28:**Intersections - turning right**

1. Check rear-view mirrors and blind spot to right, if applicable.
2. Position motorcycle in lane, if necessary.
3. Check mirrors and blind spot to right.
4. Signal intention.
5. Obey all road traffic signs, signals, rules and markings.
6. Check rear-view mirrors.
7. Decelerate if necessary.
8. Brake, if necessary.
9. Select gear, if necessary.
10. Yield to approaching traffic and/or pedestrians.
11. Stop, if necessary.
12. Select neutral, if applicable.
13. Select gear, if necessary.
14. Observe, if applicable.
15. Move off/proceed, if necessary.
16. Check blind spot to right, if applicable.
17. Steer and position in appropriate lane, obeying all road traffic signs, signals, rules and markings.
18. Accelerate as necessary.
19. Cancel signal.

Note A:

Position motorcycle as close as possible towards the centre of the intersection prior to turning with due safety and consideration for approaching vehicles, facing straight ahead, if possible.

Note B:

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

Note C:

Position the motorcycle at all times in such a way that you discourage other road-users from sharing the lane with you.

Note D:

A blind spot check shall be made just before changing direction. 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 29:**Intersections - proceeding straight**

1. Check rear-view mirrors.
2. Obey all road traffic signs, signals, rules and markings.
3. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
4. Check blind spot if applicable.
5. Position, if necessary.
6. Proceed.

Note A:

It is not necessary for the motorcycle rider 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.

Module 30:**Intersections - stop signs**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select the appropriate gear, if applicable.
7. Stop.

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 31:**Intersections - yield signs**

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

Module 32:**Intersections - uncontrolled**

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

Module 33:**Intersections - traffic lights
(flashing red)**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select the appropriate gear, if applicable.
7. Stop.

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

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select appropriate gear, if applicable.
7. Stop.

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 35:**Intersections - traffic lights
(green)**

1. Check rear-view mirrors.
2. On approach look right, left and ahead for cross traffic, approaching traffic and/or pedestrians.
3. Check blind spot, if applicable.
4. Position motorcycle, if necessary.
5. Check rear-view mirrors, 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 36:**Intersections - traffic lights
(flashing amber)**

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

Note A:

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

Module 37:**Intersections - traffic lights
(steady amber)**

1. Check rear-view mirrors.
2. Decelerate.
3. Check blind spot, if applicable.
4. Position, if applicable.
5. Brake.
6. Select appropriate gear, if applicable.
7. Stop.

Note A:

The motorcycle 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 38:**Intersections - roundabout
(traffic circle)**

1. Check rear-view mirrors.
2. Obey all road traffic signs, signals, rules and markings.
3. Yield to traffic and 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. Observe, if applicable.
10. 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)

Note B:**MINI-CIRCLE**

- (i) In the case of a mini-circle in an intersection, a signal to the left or 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.

Module 39:**Block Pedestrian crossing -
uncontrolled**

1. Check rear-view mirrors.
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. Observe, if applicable.
9. Move off, if safe.

Module 40:**Level crossings - guarded**

1. Check rear-view mirrors.
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. Observe, if applicable.
9. Move off, if safe.

Note A:

The crossing should be executed as near to 90° as possible, without moving out of the lane.

Module 41:**Level Crossings - unguarded**

1. Check rear-view mirrors.
2. On approach, look to right and left for rail traffic.
3. Decelerate, if necessary.
4. Brake, if necessary.
5. Select the 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. Observe, if necessary,
9. Move off, if safe.

Note A:

The crossing should be executed as near to 90° as possible, without moving out of the lane.

Module 42:**Overtaking -
to the left of the hazard**

1. Obtain a safe following/approaching distance.
2. Obey all road traffic signs, signals, rules and markings.
3. Check the blind spot to the left, if applicable.
4. Steer and position motorcycle towards the left without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirrors and blind spot to the left.
6. Signal intention.
7. Check rear-view mirrors, 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 motorcycle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors 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 43:**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 the blind spot to the right, if applicable.
4. Steer and position motorcycle towards the right without moving any further than necessary for maximum visibility, if applicable.
5. Check rear-view mirrors and blind spot to the right.
6. Signal intention.
7. Check rear-view mirrors, 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 motorcycle and hazard.
12. Cancel signal.
13. Accelerate, if necessary.
14. Check mirrors 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 44:**Being overtaken -
on the left-hand side**

1. Check rear-view mirrors and blind spot to the right.
2. Steer and position the motorcycle as far right in the lane as is safe.
3. Do not accelerate whilst being overtaken.

Module 45:

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

1. Check rear-view mirrors and blind spot to the left.
2. Steer and position the motorcycle as far left in the lane as is safe.
3. Do not accelerate whilst being overtaken.

Module 46:**Freeways - entering**

1. Select appropriate lane of the on-ramp.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intention, if applicable.
4. Accelerate, if necessary.
5. Check rear-view mirrors, 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:

Ride 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 the freeway.

Note D:

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

Module 47:

**Freeways -
passing off and on ramps**

Off - ramp:

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

On - ramp:

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

Module 48:**Freeways - exiting**

1. Obey all road signs, signals, rules and markings.
2. Check rear-view mirrors 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 mirrors.
8. Decelerate, if necessary.

Note A:

Ride between edge lines of the off-ramp.

Note B:

Do not overtake on a single lane off-ramp.

7. GLOSSARY

Feature	Definition	Qualification
Acceleration	Act of causing the motorcycle to gain speed by opening the throttle.	Throttle should be opened smoothly and progressively to avoid sudden and harsh acceleration which results in uneven, jerky movements.
Approaching distance	The distance from which the overtaking 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.	
Balance		Both feet shall remain on the footpegs immediately after moving off and until immediately before stopping.
Blind spots	Areas on either side of the motorcycle which, even with the aid of rear-view mirrors, are not visible to the rider.	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.
Boundary lines	Painted lines marking the boundaries of each manoeuvre of the motorcycle test as indicated.	Certain boundary lines may not be touched, since the test has been designed so that the manoeuvres can be performed within the limits set by these boundary lines.
Braking	Act of causing a motorcycle to reduce speed by the application of the front and rear brake.	Both brakes must be applied in good time, smoothly and progressively, without locking either wheel, and with both hands on the handgrips in order to keep the motorcycle under control. If possible, brake only while riding straight. Due to the design of motorcycle gearboxes, lower gears must be selected as the speed decreases.
Calibration marks	Short painted lines used to determine stop and swerve distances.	
Cancel signal	See Signal ... cancel	

Feature	Definition	Qualification
Clear space	Areas surrounding the motorcycle which allows 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.
Clutch ... control	Using the clutch lever to reach contact point, or friction point.	Clutch control is obtained whilst the engine is running in gear, the clutch lever is released through its arc to the point where the sound of the engine slowing indicates that the clutch plates are beginning to engage in order to transfer power, through friction, from the engine to the drive system. (Chain or shaft) The clutch lever should be released smoothly in order to reach the friction point without any jerking. Clutch control shall be obtained for moving off and when changing gears.
... disengage	See Disengage	
... rides	Resting the fingers on the clutch lever whilst motorcycle is in motion.	Since it causes excessive wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic, driving 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 driving wheel.	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	Riding a motorcycle with the clutch lever squeezed or in neutral, disconnecting the engine from the driving wheel.	Since it reduces control of the motorcycle 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 motorcycle is in motion.
Collision	Touching any moving or stationary hazard with a motorcycle.	

Feature	Definition	Qualification
Controlled stop	Bringing a motorcycle to a complete standstill, maintaining a straight course.	Both hands should be on the handgrips. Should the motorcycle deviate from a straight course and corrective action is taken it is regarded as a controlled stop. Pressure on the rear-brake pedal and the front brake lever must be reduced as necessary if the wheels should lock.
Cutting	See Steering ... cutting	
Dangerous actions	See Uncontrolled/dangerous action	
Decelerate	Causing a motorcycle to reduce speed by closing the throttle only.	The throttle should be closed timeously and gradually to ensure smooth reduction if speed.
Disengage	Pulling in the clutch-lever to disconnect the engine from the transmission.	The clutch lever should be pulled in timeously and completely in order to select a gear or bring the motorcycle to a standstill without stalling or laboring the engine.
Emergency Stop	Act of bringing a motorcycle to a complete standstill, in the shortest possible distance.	<p>In the case of an emergency stop, both brakes should be applied as quickly as possible and the motorcycle brought to a controlled stop in the shortest possible distance.</p> <p>Both hands shall remain on the handgrips until stationary. Should the motorcycle deviate from a straight course and corrective action is taken it is regarded as a controlled stop. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Maintain balance throughout by looking ahead and keeping the front wheel straight.</p>
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.

Feature	Definition	Qualification
Engine "kill" switch	A switch that cuts off the electrical supply to the engine.	The switch is part of the controls next to the right handgrip so that it can easily be switched to RUN or OFF using the thumb. Make sure that it is in the RUN position before attempting to start the engine.
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 motorcyclist directly behind counting "2001, 2002". The front of the motorcycle 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.
Fuel tap	The tap/valve that controls the supply of fuel to the engine.	The tap is normally situated on the left-hand side to the rear of and underneath the fuel tank. It may have as many as four (4) positions to regulate the flow of fuel, namely: ON for normal use, RESERVE for use when the fuel level has reached a low level and reminds the rider to refill the tank PRIME to be used only when motorcycle has not been in use for along period, and OFF, to be used when parking the motorcycle.

Feature	Definition	Qualification
Gear changing	Selection of the gear which will allow the engine to operate at efficient RPM whilst the road speed of the motorcycle suits the situation.	<p>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.</p> <p>Where possible gears should be selected whilst the motorcycle is on a straight course.</p> <p>Make sure what the gear change pattern is before moving off. The gear lever must be depressed or lifted in order to select a lower or a higher gear. After selecting the gear remove the foot from the lever. A green light on the instrument panel will indicate when the gear is in neutral.</p>
Hazard	Vehicles, persons, animals, objects or substances which could cause damage or injury and could damage or injury and could necessitate changing speed and/or direction.	<p>Moving hazards constitute vehicles, persons, animals etc.</p> <p>Fixed hazards constitute intersections, roundabouts, lamp posts, trees, curves, potholes, rain, dust, smoke etc.</p>
Ignition lock	A mechanism whereby electrical power is distributed to the engine and other electrical accessories.	Normally in the form of a lock and key with various positions to control the electric current distribution, and usually in the centre near the steering head. The key must be turned to the "ON" position before the engine can be started. In some cases the parking light can also be activated by turning the key to the appropriate position.
In good time	See Signals ... in good time	

Feature	Definition	Qualification
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.
Kick starter	A lever that is kicked down with the foot to start the engine.	The lever is usually on the right-hand side of the engine and must be kicked down quickly and fully to start the engine.
Lane changing	Changing position of a motorcycle 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 rider has no influence over the speed or direction of a motorcycle.	Excessive speed, erratic or harsh steering, braking or acceleration causing a motorcycle to deflect from a straight course or the wheels to skid without corrective action being effective.
Maintain balance	To keep the motorcycle in such a position while it is stationary or moving that it does not fall over or go out of control.	Balance shall be maintained while riding straight, moving off, stopping and while turning at high and low speeds. When moving off and riding straight, the feet must be placed on the front foot pegs for maximum balance. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Do not remove the feet from the foot pegs unnecessarily.
Maximum rear-view vision	Optimum visibility directly to the left and right behind a motorcycle.	The mirrors shall be adjusted so that a small portion of the riders body is visible in the inner side of each mirror.
Minor defects	Defects which occurred to the motorcycle whilst on route to the driving testing centre.	Tyres, brakes and steering defects shall not be regarded as minor defects.
Mirrors	A device to assist the rider to have a view to the rear without having to turn around to look over both shoulders.	
Measurements	See calibration marks	

Feature	Definition	Qualification
Moving off	To set a motorcycle into motion from a stationary position.	Only when safe and in accordance with road traffic signs, rules, signals and markings, move the motorcycle 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. Maintain balance throughout with both feet on the front footpegs and do not lift the front wheel off the ground.
Needless	See Stopping ... needless	
Observe	To look in all directions for hazards and potential hazards.	Observation includes the use of mirrors and blind spot checks to determine whether it is safe to the rear, front and sides. Observation can commence from either the left or the right blind spot. Eyes shall not be taken from the road unnecessarily.
Obstructions	Vehicles, persons, animals, objects or substances which could cause damage or injury and may necessitate changing speed and/or direction.	Because a motorcyclist is more vulnerable, obstructions must be identified in good time in order to predict and decide how to react.
Overtaking	Passing a stationary or moving hazard travelling in the same direction.	Passing oncoming traffic is not regarded as overtaking.
Physical disability	A physical feature of a rider which may prevent the safe control of a motorcycle.	A disability necessitating a motorcycle to be specially adapted, or the rider to make use of an aid in order that the controls can be operated efficiently and the motorcycle driven safely.
Positioning of motorcycle	Placing a motorcycle in the safest location on a roadway in relation to actual or potential hazards 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.

Feature	Definition	Qualification
Prescribed distance ... "Speed management"	This is the area where the front wheel of the motorcycle must come to a standstill in order for the test to continue.	Any portion of the outer circumference of the front wheel, must cover line "K-L" between the first calibration marks on either side of cross point "D".
Riding clutch	See Clutch ... riding	
Roll		By roll, it is meant, a movement of the motorcycle in the direction opposite to that which was intended.
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, brake lights, headlamps, and hand signals. Rear-view mirrors 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.
... sufficient duration	A period long enough to enable other road users to react to the signal if necessary.	
Signal lights	Three lights indicating various collision avoidance actions.	The signal lights are controlled through an electronic clipboard which pre-selects the various manoeuvres. Red = Stop Amber = Swerve left or right
Slow	See Too slow	
Starter button	The button that must be pressed to turn the engine.	The button is part of the controls next to the right handgrip and is easily pressed with the thumb. Make sure that the gear is in neutral. As soon as the engine starts, release the button.

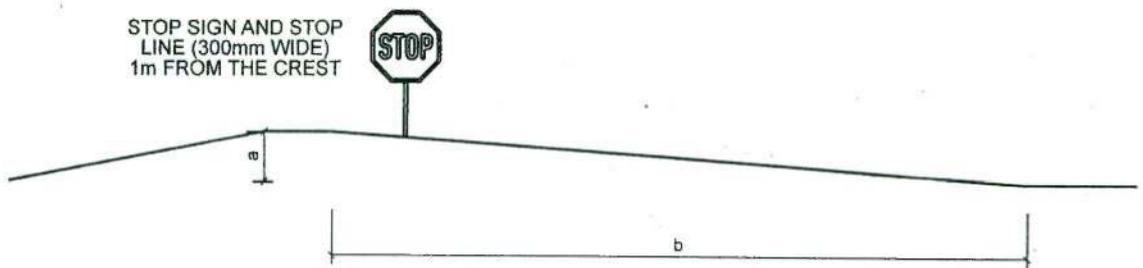
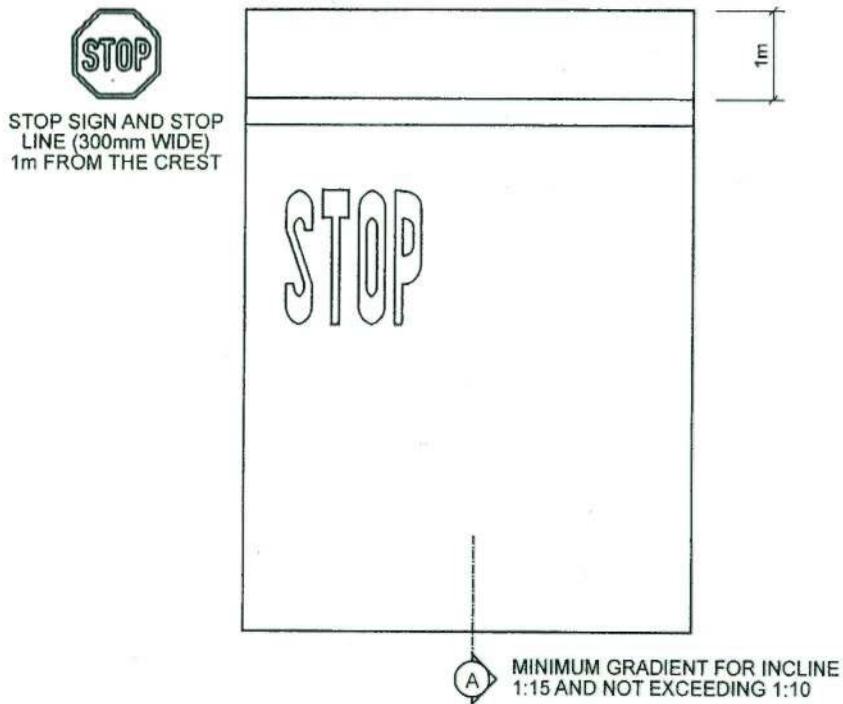
Feature	Definition	Qualification
Steering ... cutting	Steering a motorcycle in such a manner when negotiating a bend or corner that it may result in touching the kerb, shoulder of the roadway or lane marking when turning to the left, or encroaching onto the right-hand portion of the roadway when turning to the right.	
... position	See Positioning of motorcycle	
... swerve	To change direction as quickly as possible.	To swerve to the right, push the right handgrip forward. To swerve to the left, push the left handgrip forward. At higher speeds it is necessary to push harder to achieve the required swerve. A swerve in any direction is usually followed in quick succession by a swerve in the opposite direction in order to remain on the roadway. It is an effective collision avoidance technique when unable to stop in time.
... wanders	Allowing a motorcycle to deviate from an straight course or to move unnecessarily to the left or right on the roadway.	
... wide	Steering of a motorcycle in such a manner when negotiation a bend or corner that it may 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.	

Feature	Definition	Qualification
Stopping ... (see also "Controlled stop")	Act of bringing a motorcycle to a complete standstill.	Stopping should be smooth and progressive and in accordance with road traffic signs signals, rules and markings using both front and rear brakes simultaneously. Obtain and/or retain a clear space behind or alongside obstruction or other road user. Whilst braking, change down. Both hands shall remain on the handgrips until stationary. When stopping do not put the feet on the ground until immediately prior to when the motorcycle has stopped. Maintain balance throughout by looking ahead and keeping the front wheel straight.
... needless	Bringing a motorcycle to a standstill in the absence of any road traffic sign, signal, instruction, hazard or potential hazard.	
Stopping point ..."Emergency stop"	This is the point where the front wheel of the motorcycle comes to a complete standstill.	This will be the last calibration mark which was passed by the front-end of the front wheel of the motorcycle before stopping.
..."Speed management"	This is the point where the front wheel of the motorcycle comes to a complete standstill.	Any portion of the outer circumference of the front wheel, must cover line "K-L" between the first calibration marks on either side of cross point "D".
Throttle grip	The right-hand handgrip with which engine speed is controlled.	To make the engine run faster, roll the handgrip backwards by lowering the wrist. To slow the engine down, roll the handgrip forward, by raising the wrist. The thumb and fingers must encircle the handgrip in such a way that the front brake lever can be easily handled.
Too fast	Riding at a speed which is too high to be safe for conditions.	Speed should 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	Riding at a speed so as to hinder or obstruct the safe flow of traffic. (This is not applicable when using the electronic testing apparatus)	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.	
Uncontrolled / Dangerous action	Any act which results or could result in damage, injury or loss of control of the vehicle.	The rider shall be in full control of the motorcycle at all times.
Waits too long	Not utilising safe opportunities to proceed, merge with cross-traffic or enter intersections.	
Wanders	See Steering ... wanders	
Warning lights and gauges	Devices used to monitor various engine functions and 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 rechecked for malfunction of systems which are monitored.
Wide	See Steering ... wide	

8. TECHNICAL DATA

INCLINE START

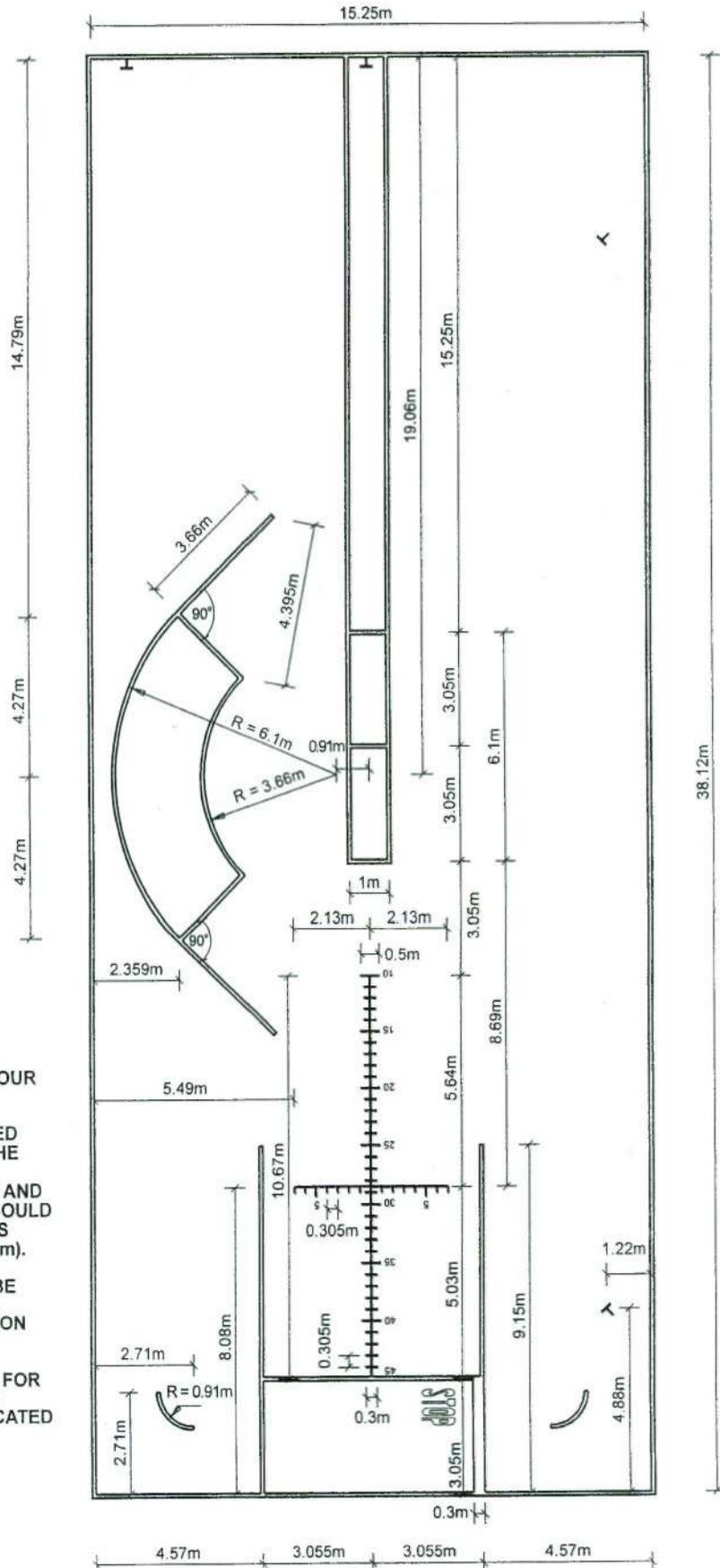


EXAMPLE
 IF $b = 10\text{m}$ AND $a = 666\text{mm}$ GRADIENT = 1:15
 IF $b = 10\text{m}$ AND $a = 1000\text{mm}$ GRADIENT = 1:10

NOTE:

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

MOTORCYCLE TRACK



NOTE:

1. PAINTED LINES - COLOUR OF CHOICE.
2. WIDTH OF ALL PAINTED LINES 100mm WITH THE EXCEPTION OF THE CALIBRATION CROSS AND MARKINGS WHICH SHOULD PREFERABLY BE LESS (RECOMMENDED 20mm).
3. A STOP SIGN SHALL BE PLACED AT THE APPROPRIATE POSITION FOR EVERY TEST.
4. RECOMMENDED SIZE FOR CALIBRATION CROSS NUMBERING, AS INDICATED 100mm.

NOTICE 739 OF 2005

DEPARTMENT OF TRANSPORT

NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

**K53 PRACTICAL DRIVING TEST FOR MOTOR VEHICLE DRIVERS, VOLUME 4-
LIGHT MOTOR VEHICLE COMBINATIONS**

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75 (6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith publish in the Schedule for comments the "K53 Practical Driving Test for Motor Vehicle Drivers. Volume 4 – Light Motor Vehicle combination ". All interested persons who have any objections or inputs to the proposed amendments are called upon to lodge their objections or submit their inputs, within 30 days from the date of publication of this Notice to:

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J. T. Radebe
MINISTER OF TRANSPORT



Department of Transport

K53

Practical driving test for motor vehicle drivers

Volume 4

Light Motor Vehicle Combinations

Code EB licences

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 the Inspectorate 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 duplicate)
- 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.

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.
- (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

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 or supervisor of examiners may accompany applicants in or on their vehicles 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.

- 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)
- A person with a physical disability shall make an attempt to check the appropriate blind spot,
- 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-end 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 disqualification was committed 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 disqualification was committed 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.