



Department of Transport

K53

Practical driving test for motor vehicle drivers

Volume 4

Light Motor Vehicle Combinations

Code EB licences

August 2005

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1. THE TEST

1.1 Purpose of the test

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

1.2 Format of the test

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

1.3 Item format

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

1.4 Method

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

1.5 Type of vehicle

The test is designed for the testing of drivers of:

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

1.6 Ethics

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

2. TEST REQUIREMENTS

2.1 Material

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

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

2.2 Requirements for the yard test

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

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

The test shall commence with the pre-trip inspections.

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

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

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

2.3 Requirements for road test

The road test may only commence on the successful completion of the yard test.

Every driving licence testing centre shall have at least two pre-established routes.

The test shall be conducted on anyone of these routes.

The following features shall be included in every test route:

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

3. IMPLEMENTATION OF THE TEST

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

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

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

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

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

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

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

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

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

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

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

3.1 Yard Test

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

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

3.1.1 Pre-trip inspection

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

Exterior (Module 1)

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

Interior (Module 2)

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

3.1.2 Left turn (Module 15)

The examiner shall instruct the applicant to:

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

3.1.3 Reverse in a straight line (Module 16)

The examiner shall instruct the applicant to:

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

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

Entering

The examiner shall inform the applicant of the following:

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

The examiner shall instruct the applicant to:

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

Leaving

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

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

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

Entering

The examiner shall inform the applicant of the following:

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

The examiner shall instruct the applicant to:

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

Leaving

The examiner shall instruct the applicant:

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

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

3.1.6 Incline start (Module 20 and 21)

The examiner shall instruct the applicant:

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

3.2 Road Test

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

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

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

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

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

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

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

3.3 **Collision**

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

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

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

3.4 **Mechanical failure**

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

3.5 **Deferred test**

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

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

4. TEST REPORT

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

DEPARTMENT OF TRANSPORT

LIGHT MOTOR VEHICLE

TEST REPORT

CODE EB

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

ROADWORTHINESS

Remarks.....

VIOLATION OF TRAFFIC LAW

Remarks.....

UNCONTROLLED/DANGEROUS ACTION

Remarks.....

COLLISION/MECH. FAIL.

Remarks.....

COURTESY

(1) Lack of
Remarks.....

YARD TEST

PRE-TRIP INSPECTION (ext)

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

PRE-TRIP INSPECTION (int)

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

ALLEY DOCKING RIGHT

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

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

LEFT TURN

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

REVERSE

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

INCLINE START

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

ROAD TEST

STARTING

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

MOVING OFF

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

STEERING

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

CLUTCH

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

GEAR CHANGING

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

SIGNALLING

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

LANE CHANGING

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

OVERTAKING

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

INTERSECTION / VEH.ENT

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

SPEED CONTROL

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

STOPPING

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

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

VEHICLE DETAILS

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

GENERAL REMARKS

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

EXAMINER NAME (print)

EXAMINER INFRA No.

EXAMINER SIGNATURE

DATE OF TEST

COPY RECEIVED BY:

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

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

5. SCORING METHOD

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

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

Example

(2) Adj. mir

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

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

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

Example

(5) Sig

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

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

Example

Obstacles

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

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

Example

(3) Mir.

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

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

Example

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

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

Example

PENALTY POINTS

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

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

Example

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

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

Example

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

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

5.9 Time limits and cut-off points

5.9.1 Yard Test

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

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

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

5.9.2 Road Test

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

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

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

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

5.9.3 Recording of time

The stopwatch shall be started after completion of instructions for:

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

and stopped at the completion of:

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

"ACTUAL TIME" - See definition in Glossary.

"STOPWATCH"- See definition in Glossary.

"DURATION" - See definition in Glossary.

Example:

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

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

| | |
|---|-----------|
| Maximum penalty points allowed for yard test | 50 |
|---|-----------|

6. THE MODULES

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

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Module 1:

Pre-trip inspection - exterior

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

Note A:

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

Note B:

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

Note C:

The applicant shall not be penalised for the following:

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

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

Note C applies only to module 1.

Note D:

Brakes on trailers

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

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

Module 2:

Pre-trip inspection - interior

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

Note A:

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

Note B:

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

Note C:

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

Module 3:

Starting procedure - manual transmission

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

Module 4:

Starting procedure - automatic transmission

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

Module 5:**Mirrors - use of**

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

Note A:

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

Note B:

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

Note C:

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

STEERING

(1) Method

Note D:

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

Note E:

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

STEERING

(5) Obs

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

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

Module 6:**Signalling**

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

Note A:

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

Note B:

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

Note C:

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

Note D:

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

Note E:

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

(4) Sig can

but for:

(5) Sig

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

Note F:

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

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

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

Note A:

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

Note B:

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

Note C:

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

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

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

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

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

Note A:

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

Note B:

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

Note C:

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

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

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

Module 9:

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

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

Note A:

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

Note B:

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

Note C:

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

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

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

Module 10:**Signalling - horn**

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

Module 11:

Clutch - use of

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

Note A:

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

Note B:

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

Note C:

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

CLUTCH

(1) Rides

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

CLUTCH

(1) Rides

Module 12:

Moving off- manual transmission

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

Note A:

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

Note B:

Observation and gear selection can be done simultaneously.

Note C:

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

Note D:

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

Note E:

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

MOVING OFF

- (1) Move

Module 13:

**Moving off-
automatic transmission**

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

Note A:

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

Note B:

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

MOVING OFF

- (1) Move

Note C:

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

Module 14:**Steering**

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

Note A:

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

Note B:

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

STEERING

- (1) Method

Module 15:

Left turn

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

Note A:

Only one attempt shall be allowed.

Note B:

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

Note C:

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

Note D:

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

Module 16:

Reverse in straight line

Position vehicle at starting point.

Apply parking brake.

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

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

Note A:

Only one attempt shall be allowed.

Note B:

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

Note C:

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

Note D:

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

Note E:

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

Note F:

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

Module 17:

Alley docking - to the right

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

ENTERING

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

LEAVING

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

Note A:

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

Note B:

Only one forward movement shall be allowed during each attempt.

Note C:

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

Note D:

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

Note E:

Regarding

(1) Count st.

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

Note F:

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

Note G:

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

Note H:

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

Module 18:

Parallel parking - to the left

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

ENTERING

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

LEAVING

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

Note A:

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

Note B:

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

Note C:

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

Note D:

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

Note E:

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

Note F:

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

Note G:

Regarding

(1) Count. St.

is meant that

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

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

Note H:

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

Note I:

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

Note J:

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

Note K:

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

Module 19:

Parallel parking - to the right

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

ENTERING

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

LEAVING

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

Note A:

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

Note B:

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

Note C:

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

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

The signal shall be on when leaving the parking bay.

Note D:

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

Note E:

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

Note F:

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

Note G:

Regarding

(1) Count. St.

is meant that

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

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

Note H:

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

Note I:

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

Note J:

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

Note K:

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

Module 20:

Incline start - manual transmission

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

Note A:

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

Note B:

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

INCLINE START

- (1) Move

Note C:

Only one attempt shall be permitted.

Note D:

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

Module 21:

**Incline start -
automatic transmission**

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

Note A:

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

Note B:

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

INCLINE START

- (1) Move

Note C:

Only one attempt shall be permitted.

Note D:

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

Module 22:**Speed control**

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

Note A:

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

Repeat this procedure as necessary.

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

Note B:

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

SPEED CONTROL

- (5) Slow.

Module 23:

Gear changing - up (manual transmission)

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

Note A:

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

Note B:

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

Note C:

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

Module 24:

Gear changing - down (manual transmission)

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

Note A:

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

Repeat this procedure as necessary.

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

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

Note B:

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

Note C:

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

Note D:

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

Module 25:**Gear changing - up
(automatic transmission) (manual selection)**

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

Note A:

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

Note B:

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

Module 26:

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

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

Note A:

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

Repeat this procedure as necessary.

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

Note B:

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

Note C:

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