

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, ECI & EC

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■ 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 preestablished 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 page 83)

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 preestablished 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 PEST

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,
- e 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.

PASS	FAIL	DEFERRED

DEPARTMENT OF TRANSPORT

HEAVY MOTOR VEHICLE

TEST REPORT

CODE ECI & EC

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

NAME _____ ID No _____		CODE APPLIED FOR EC1 EC	
L/JIC. No. _____ CODE _____ PLACE ISSUED _____		EXPIRY DATE _____	
VEHICLE MAKE _____		REG.No. _____	
PHYSICAL DISABILITIES _____		WEATHER WET DRY	
APPOINTMENT TIME _____			

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 (Int) (1) Un.veh _____ (2) Drs _____ (1) P.br _____ (1) N/P _____ (1) Obstr _____ (1) Seal _____ (2) Adj.mir _____ (1) Op.lts _____ (1) Op.ind _____ (1) Op.wip _____ (1) Op.horn _____ Remarks: _____ PRE-TRIP INSPECTION (ext) (1) Wip _____ (1) Wheel _____ (1) Eng.c _____ (5) Coup _____ (1) Len/Ref _____ (1) F.cap _____ Remarks: _____ ALLEY DOCKING Roll _____ (2) P.br _____ (1) P.br.rst _____ (5) Obs _____ (5) Sig _____ (1) Gear _____ (1) Move _____ (1) Stall _____ (1) Count.st _____ Obstacles _____ T. line _____ No.att _____ (4) Sig.can _____ 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) N/D _____ (5) Ops _____ (5) St _____ (1) Gear _____ (1) Move _____ (1) Stall _____ (4) Sig.can _____ Remarks: _____ ROAD TEST STARTING (2) P.br _____ (1) N/P _____ (1) Choke _____ (1) Str.ang _____ (1) Warn.lts/gauges _____ (2) Br.press _____ 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 _____ (1) Dub.CL1 _____ Remarks: _____ GEAR CHANGING (1) Gear _____ (1) Sm/co _____ (5) Eyes _____ (4) Whilst cnr _____ (1) Needless _____ 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 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.turn _____ (3) Wheels _____ (4) Sig.can _____ Remarks: _____ SPEED CONTROL (3) Mir _____ (5) Fast _____ (5) Slow _____ (1) Acc _____ (1) Dec _____ (1) Exht.br _____ (2) Br _____ (5) Fol.dist _____ Remarks: _____ STOPPING (3) Mir _____ (5) Bl.sp _____ (5) Sig _____ (2) Br _____ (1) Exht.br _____ (1) Dis.cl _____ (5) Cl.sp _____ (2) P.br _____ (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: _____ GENERAL REMARKS _____ _____ _____ _____ _____ EXAMINER NAME (print) _____ EXAMINER INFRA NO. _____ EXAMINER SIGNATURE _____ DATE OF TEST _____ COPY RECEIVED BY: _____ DRIVER SIGNATURE _____
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	TIME	YARD TEST	ROAD TEST
STOPWATCH			
ACTUAL TIME			
DURATION			
PENALTY POINTS		20	
	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 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: <i>...Keeps too far left</i>	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.

- e 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)
- e 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 Dermissible.

- e 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.
- e The permissible maximum penalty points allowed in order to pass the road test shall be calculated as follows: "DURATION" in minutes x 5.
- e It can be determined whether an applicant has passed or failed with the aid of the table on page 13.
- e 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.
- e 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:

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

and stopped at the completion of:

- e the pre-trip inspections,
- every yard test manoeuvre, or
- e 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 vard 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 I :**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 rearview 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 rear view mirror 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~~ **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 1:**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 stopstart 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

(I) 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 6:

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 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 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~~^{xxx} 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:

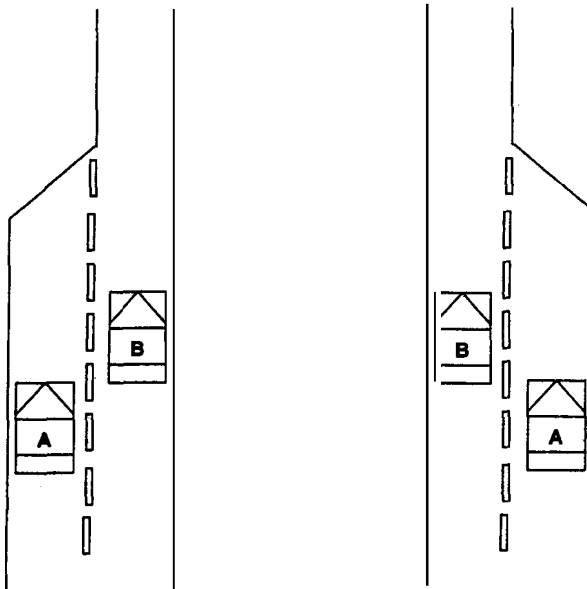
Vehicle "A" shall be required to do a lane change.

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 footoperated 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 be 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 be 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:

(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 .
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 <i>or</i> 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.	

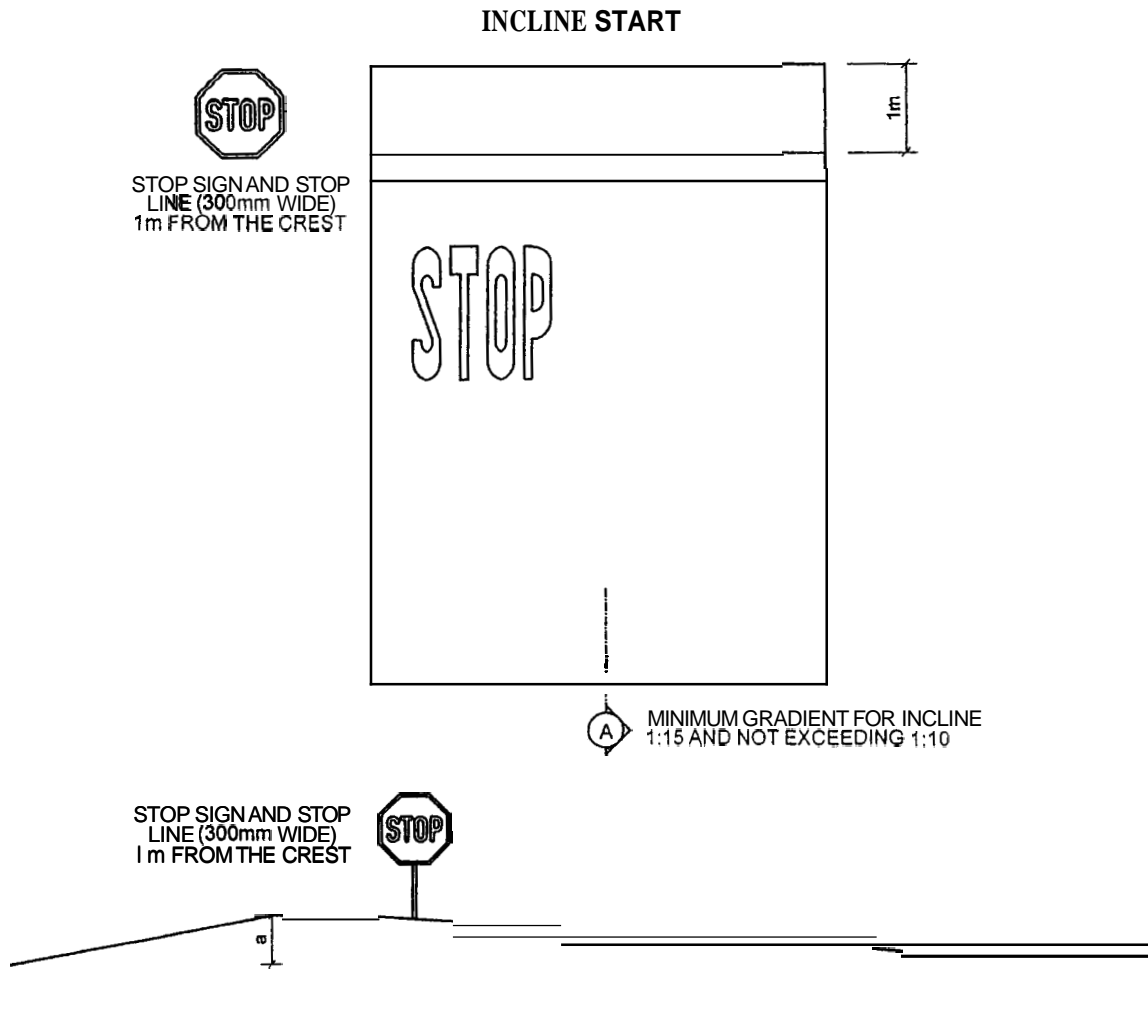
Feature	Definition	Qualification
... wide	Steering of a vehicle in such a manner when negotiating a bend or corner that it may, unless unavoidable, result in touching the kerb unless unavoidable, shoulder of the roadway or lane marking when turning to the right, or encroaching onto the right-hand portion 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.

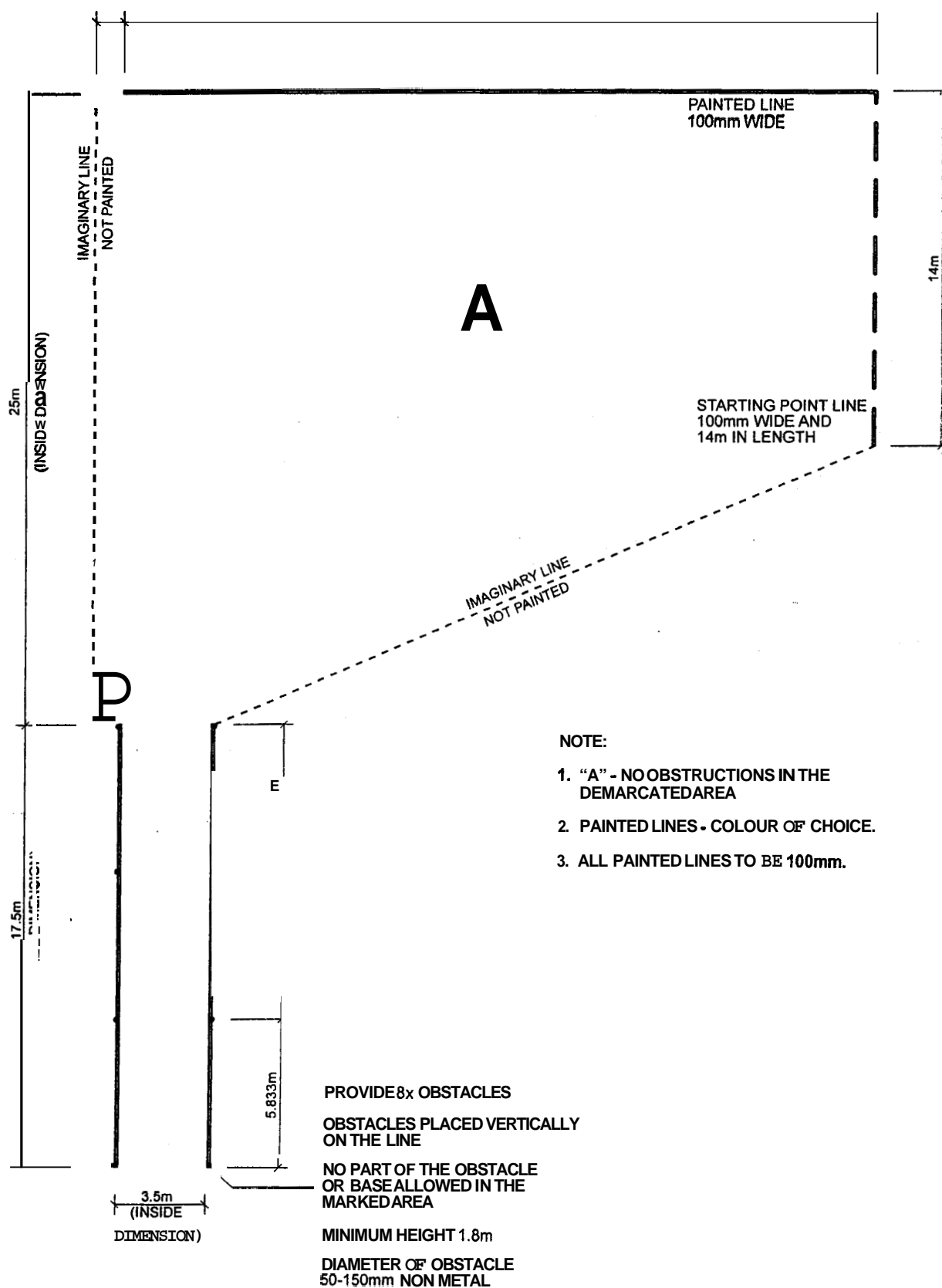


EXAMPLE
 IF $b = 10\text{m}$ AND $a = 666\text{mm}$ GRADIENT = 1:15
 IF $b = 10\text{m}$ AND $a = 1000\text{mm}$ GRADIENT = 1:10

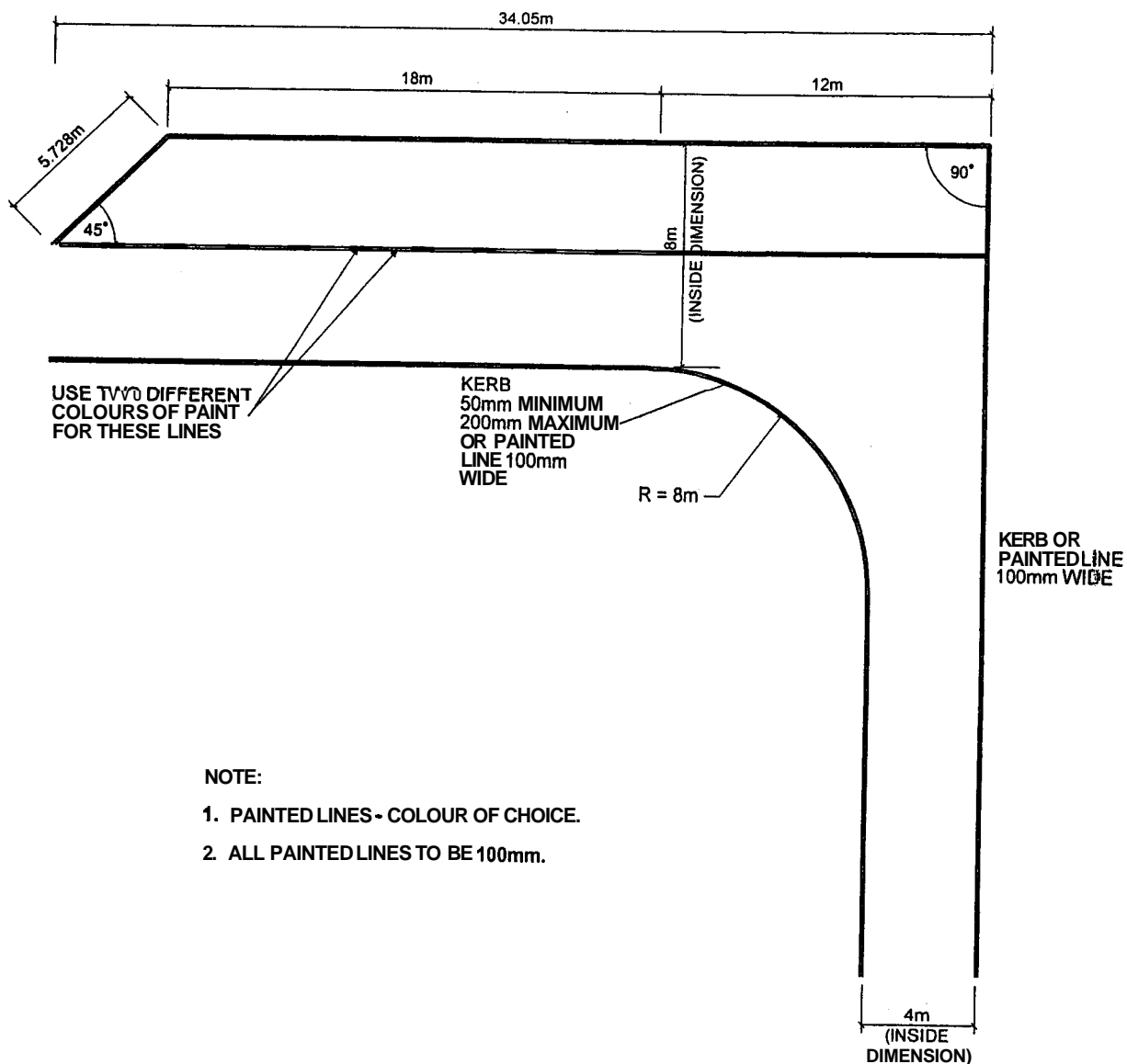
NOTE:

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

ALLEY DOCKING



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

