# GUIDE TO THE DRIVER ASSESSMENT FORM

# About this tool: This guide is to be used in conjunction with the Driver Assessment Form to guide the assessor through the form.

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# PURPOSE

The purpose of this guide is to explain the assessment criteria and recording of faults, under the **21**-**outcome / competency** headings on the driving examiners marking sheet.

Although an attempt has been made to explain assessment in theory, it should be remembered **assessment** is a knowledge and practical based skill. This document does not attempt to describe every fault that could occur during a driving test. Examiners should apply the assessment principles in which they have been trained. Applying a robust quality assurance system preserves the quality of assessment skills of all driving examiners in conducting a professional, consistent and uniform driving test.

# ASSESSMENT

An assessment of the ability to drive safely is made by taking direct observation of the candidates driving, assessed against a set of outcomes/competencies found on the DAF. As such, assessing a person’s competence to drive is based on the making of safety decisions and vehicle control.

# FAULT ASSESSMENT – DEFINED OUTCOMES

(Refer to **Diagram A** – page 8)

Before any fault identification and analysis can be carried out, the outcome must first be defined. Any deviation from the defined outcome can then be seen as a fault. The weight or severity of the fault will depend on the extent of the deviation, and also the circumstances at that time. The fault can range from ‘not worthy of recording’ to ‘dangerous’.

EXAMPLE OF DEFINED OUTCOMES (refer to Diagram B)

**At every junction the candidate should use the MSM / PSL Routine.**

**M –** Check in your mirrors to assess the speed and position of vehicles behind

**S** – Signal clearly and in good time

**M** – Manoeuvre – use PSL

**P** – Position your vehicle correctly and in good time

• **Early positioning lets other road users know what you are going to do**

**S** – Adjust your speed as necessary

**L** – Look for other traffic when you reach a point from which you can see

* **Assess the situation**
* **Decide to go or wait**
* **Act accordingly**

# DEFINITION OF DRIVING FAULTS - ASSESSMENT PARAMETERS

**Fault identified – not worthy (not worthy of recording).**

* Any insignificant deviation from the defined outcome that does not compromise safety or can be a matter of finesse.
* For example – Dry steering, sequential gear changes, not pressing the button on top of the handbrake when applying it.

**Fault identified – Driving Fault – (not an immediate fail).**

* Low Risk - Any sufficient deviation from the defined outcome that does not compromise safety, or can be a matter of control - to justify a fault being recorded.
* For example – the candidate took observation before emerging at the junction. However, they misjudged the distance of an approaching vehicle, causing it to slow down, safety was not compromised.

There can however be occasions when one specific driving fault could by constant repetition (3 times), be regarded as a significant risk and therefore a **serious fault**; for example when a candidate habitually fails to take mirror observation when appropriate.

**Fault identified – Serious fault - (entails immediate failure)**

* High Risk - Significant deviation from the defined outcome with safety, control and/or legal requirement breached
* For example – the candidate did not take effective observation before emerging at the junction, unaware of any other road user who may have been expected to be there.

**Fault identified – Dangerous fault – (entails immediate fail).**

* Actual Danger - Safety, control and/or legal requirement breached that would have caused actual danger
* For example – the candidate did not take effective observation before emerging at the junction completely misjudged both speed and distance of an approaching vehicle. The examiner had to take appropriate action to avoid a collision.

Examiners, may have to take ‘action’ when it becomes necessary to do so in the interest of public safety, including their own and that of the candidate. Such intervention may be either - VERBAL or PHYSICAL.

LOCATION OF FAULTS – (See Appendix A)

Having identified and assessed the fault it is important that the fault is recorded under the associated ‘outcome’ headings on the DAF. There are a number of faults that can occur during a driving test that initially may not appear appropriate to the relevant 21 headings. As such, to help with uniformity, a ‘Guide to locating and recording of faults’ has been provided in Appendix A.

A general guide to help locate the fault to the relevant outcome is to determine the ‘cause’.

**CAUSE** = Location on the (DAF)

Ask yourself:

• “What was the Fault”?

• “How did the fault happen”?

• “What caused the fault to occur”?

**EFFECT** = Assessment

Ask yourself:

* “To what degree was the deviation from the defined outcome”?
* “Is safety or control compromised”?
* “Has a legal requirement been breached”?
* “What happened because of this fault”?

**Example of (Cause / Effect) - Stopping**

CAUSE = (Clutch)

Candidate attempts to pull up on the left at a safe and convenient place. The correct pressure is applied to the footbrake at the appropriate time. However, just before the vehicle stops, the clutch pedal was not pushed down to disengage the engine from the driving wheels causing the car to stall.

EFFECT = (Driving Fault)

Because the clutch pedal was not pushed down to disengage the engine from the driving wheels the car stalled. As such, the control of the vehicle was compromised. Under the circumstances at the time, the correct assessment of this deviation from the defined outcome is a ‘driving fault’.

Having identified the fault and assessed that it is worthy of recording, an oblique stroke is made on the DAF under the relevant outcome/competence.

OUTCOME / COMPETENCIES (on the DAF)

The following pages list the expected outcome/competencies found on the DAF, explaining briefly what is expected of the candidate in that particular aspect of their driving. Examples of the assessment criteria have also been provided as a guide to the four levels of assessment.

This guide cannot include all of the situations that maybe encountered during a driving test. However, the following examples provide an insight into the assessment and marking process.

## Diagram A – Fault Assessment

Expected Outcome/Competency

Deviation from the expected outcome identified

Assess the degree of deviation

Was the deviation sufficient to warrant a fault?

Is there a legal requirement?

Weight the fault

No

**Low Risk**

recorded

**High Risk**

**Actual Danger**

**Driving Fault** recorded

**Serious Fault** recorded

**Dangerous Fault** recorded

No

No

No

Yes

Yes

Yes

Has a legal requirem**ent been** breached?

Is safety and control compromised?

Weight the fault

**Serious Fault** recorded

**Not Worthy**

No fault recorded

Yes

**Not Worthy**

No fault recorded

DIAGRAM **A** FAULT ASSESSMENT

## Diagram B – Example of Defined Outcome

Candidate approaches a junction and did not take effective observation before emerging

Deviation from the expected outcome identified

Assess the degree of deviation

Was the deviation sufficient to warrant a fault?

Is there a legal requirement?

Weight the fault

No

**Low Risk**

recorded

**High Risk**

**Actual Danger**

**Driving Fault** recorded

**Serious Fault** recorded

**Dangerous Fault** recorded

No

No

No

Yes

Yes

Yes

Has a legal requirement been breached?

Is safety and control compromised?

Weight the fault

**Serious Fault** recorded

**Not Worthy**

No fault recorded

Yes

**Not Worthy**

No fault recorded

DIAGRAM **B**

EXAMPLE OF DEFINED OUTCOME

|  |  |
| --- | --- |
| **1** | EYESIGHT |
| **Expected outcome / competence**   * Read, in good daylight, (with the aid of glasses or contact lenses if worn) a registration mark containing letters and figures at a distance of 20 metres. | |
| **Assessment Criteria** | **Driving Fault –**  Not applicable |
| **Serious Fault –**  Unable to meet the requirements of the eyesight test. |
| **Dangerous Fault –**  Not applicable |

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| **2** | VEHICLE CHECKS |
| **Expected outcome / competence**   * Display a basic knowledge of the fundamental safety checks applicable to the vehicle. For example safe fluid levels, lighting and tyre checks. | |
| **Assessment Criteria** | **Driving Fault –**  One driving fault for each question answered incorrectly. |
| **Serious Fault –**  All questions answered incorrectly. |
| **Dangerous Fault –**  Not applicable. |

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| **3** | PRECAUTIONS |
| **Expected outcome / competence**   * Before the engine is started, the candidate should make sure that they are comfortably seated and all controls can be safely operated | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  After stalling at a road junction, handbrake applied but attempts to start the engine whilst in gear. |
| **Serious Fault –**  At a road junction, engine started whilst in gear, resulting in vehicle entering the new road with potential risk to other road users. |
| **Dangerous Fault –**  Any situation brought about by a lack of ability to recognise the need to operate or being unable to operate the controls, which directly affects other traffic or pedestrians and causes actual danger. |

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| **4** | MOVING OFF Safety / Control |
| **Expected outcome / competence**   * The ability to move off smoothly and safely, on a gradient and at an angle * Taking the correct precautionary observations. | |
| **Assessment Criteria**  **(**Example =  Safely) | **Driving Fault –**  Incorrect timing of the blind spot check when moving off with no risk to other road users. For e.g. Checking the blind spot after the vehicle has moved off. |
| **Serious Fault –**  Moving off into the path of traffic or failing to take observation at all. |
| **Dangerous Fault –**  Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **5** | CONTROL Accelerator / Clutch / Gears / Footbrake / Parking Brake / MC Front Brake / Steering / Balance MC / HGV/PSV Gear Exercise / PSV Door Exercise |
| **Expected outcome / competence**  This section covers, where appropriate, the safe and controlled use of accelerator, clutch, gears, footbrake, parking brake, and steering. Additional specific control elements apply to the drivers of different vehicle categories. The vehicles controls should be used as smoothly as possible, For e.g.  Making proper use of: -   * Accelerator and clutch to make a smooth start –the clutch should be depressed before the vehicle stops. * The correct gear should be selected to match the road and traffic conditions * The vehicle should not be allowed to coast by running on in neutral or with the clutch depressed * The footbrake should be used smoothly and progressively * Full use of the parking brake should be used, to prevent the vehicle rolling backwards or forwards * The vehicle should be steered as smoothly as possible. Steering too early / late, may cause the vehicle to hit the kerb or swing out towards another road user * When a motorcycle is being ridden slowly, a straight line should be maintained. The machine should not wobble towards other vehicles | |
| **Assessment Criteria**  **(**Example =  Gears) | **Driving Fault –**  Incorrect gear selection, resulting in a reduction in vehicle speed with no risk to following vehicles. |
| **Serious Fault –**  Incorrect gear selection, resulting in a sudden reduction in vehicle speed, causing following traffic to alter speed/or direction. |
| **Dangerous Fault –**  Any situation brought about by the above control faults, that resulted in actual danger to the examiner, candidate, the general public or property |

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| **6** | USE OF MIRRORS / M/C REAR OBS Signalling / Change of Direction / Change of Speed |
| **Expected outcome / competence**   * Full and effective use of all mirrors fitted to the vehicle * Mirrors must be checked carefully before signalling, changing direction or changing speed. * Mirrors – Signal – Manoeuvre (MSM) routine should be displayed effectively. | |
| **Assessment Criteria**  **(**Example =  Change of Direction) | **Driving Fault –**  Late use of exterior mirror before changing direction. |
| **Serious Fault –**  Did not use the exterior mirror before a significant change in direction. |
| **Dangerous Fault –**  Any situation brought about by the above serious neglect of using the mirrors that resulted in actual danger to the examiner, candidate, and the general public or property. |

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| **7** | SIGNALS Necessary / Correctly / Timed |
| **Expected outcome / competence**   * Signals should be given clearly to let other road users know the intended course to be taken. * Signals shown in the Highway Code should only be used, if it would help other road users (including pedestrians). * Signals should be given in good time and cancelled after the manoeuvre has been completed. * Pedestrians should not be beckoned to cross the road. | |
| **Assessment Criteria**  **(**Example =  Necessary) | **Driving Fault –**  Signal applied but cancelled before the change in direction was complete. |
| **Serious Fault –**  Omitted an essential signal to inform other road user of a change in direction. |
| **Dangerous Fault –**  Any situation brought about by the above fault, that resulted in actual danger to the examiner, candidate, the general public or property |

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| **8** | CLEARANCE / OBSTRUCTIONS |
| **Expected outcome / competence**   * Plenty of room should be allowed when passing stationary vehicles and obstructions. * Ability to display the readiness to be prepared to slow down or stop, as a door may open, a child may run out or a vehicle may pull out without warning. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Too close to a stationary vehicle when road conditions allowed the correct clearance. |
| **Serious Fault –**  Narrowly avoided a collision with a stationary vehicle when road conditions enabled the correct and safe course to be taken. |
| **Dangerous Fault –**  Any situation brought about by the above fault, due to passing dangerously close to, or striking a stationary vehicle, that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **9** | RESPONSE TO SIGNS / SIGNALS Traffic Signs / Road Markings / Traffic Lights / Traffic Controllers / Other Road Users |
| **Expected outcome / competence**   * Ability to understand and be able to react to all traffic signs and road markings. * Acting correctly at traffic lights, checking that the road is clear before proceeding when the green light shows. * All signals should be obeyed given by police officers, traffic wardens and school crossing patrols. * Display the awareness to be able to react to signals given by other road users, including people in charge of animals, and be ready to act accordingly. | |
| **Assessment Criteria**  **(**Example =  Traffic Lights) | **Driving Fault –**  Late reaction to an amber traffic light, with no effect to safety. |
| **Serious Fault –**  Failing to comply correctly and promptly with an appropriate traffic light or breaching a legal requirement. |
| **Dangerous Fault –**  Any situation brought about by the above breach of a legal requirement that resulted in actual danger to the examiner, candidate, the general public or property.  Action (ETA) may be required to avoid a legal requirement being breached. |

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| **10** | USE OF SPEED |
| **Expected outcome / competence**   * Safe and reasonable progress should be made along the road bearing in mind the road, a traffic and weather conditions and the road signs and speed limits. * The vehicle should be able to stop safely, well within the distance you can see to be clear. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Drove too fast for the prevailing road and / or traffic conditions for a short period. |
| **Serious Fault –**  Going too fast for the prevailing road and / or traffic conditions, exceeding speed limits. |
| **Dangerous Fault –**  Any situation brought about driving far too fast that resulted in actual danger to the examiner, candidate, and the general public or property.  Action (ETA) may be required to avoid a legal requirement being breached. Discretion must obviously be exercised in the degree to be considered acceptable and the tolerance threshold over any speed limit must be quite small. |

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| **11** | FOLLOWING DISTANCE |
| **Expected outcome / competence**   * The vehicle must always be a safe distance between yourself and other vehicles. * On wet or slippery roads it takes much longer to stop. * When the vehicle has stopped in traffic queues, sufficient space should be left to pull out if the vehicle in front has problems. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  On one occasion, did not maintain the full separation distance required. |
| **Serious Fault –**  Repeatedly drove too close to the vehicle ahead, where the separation distance left little margin for error and would result in a need for harsh braking. |
| **Dangerous Fault –**  Any situation brought about by dangerously driving too close to the car in front that resulted in actual danger to the examiner, candidate, and the general public or property.  Action (ETA) should be taken as necessary to increase separation distance and so avoid the possibility of a collision. |

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| **12** | PROGRESS Appropriate Speed / Undue Hesitation |
| **Expected outcome / competence**   * The ability to drive at realistic speed appropriate to the road and traffic conditions. * All hazards should be approached at a safe, controlled speed, without being over cautious or interfering with the progress of other traffic. | |
| **Assessment Criteria**  **(**Example =  Undue Hesitation) | **Driving Fault –**  Lack of judgement, not proceeding when it is safe and correct to do so. |
| **Serious Fault –**  Repeatedly stopping and waiting when it is safe and reasonable to proceed. |
| **Dangerous Fault –**  It is unlikely that undue hesitancy could become dangerous in itself unless it was felt that this created situations that encouraged other road users to put themselves at risk. |

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| **13** | JUNCTIONS Approach Speed / Observation / Turning Right / Turning Left / Cutting Corners |
| **Expected outcome / competence**   * Ability to judge the correct speed of approach so that the vehicle can enter a junction safely or stop if necessary. * The vehicle should be positioned correctly, using the correct lane. * When turning right, the vehicle should be positioned to the centre of the road as is safe. * The vehicle should not cut the corner when turning right. * When turning left, the vehicle should be over to the left to avoid swinging out. * Watch out for cyclists and motorcyclists coming up on your left and pedestrians who are crossing. * Effective observation must be given before moving into a junction and making sure it is safe before proceeding. | |
| **Assessment Criteria**  **(**Example =  Observation) | **Driving Fault –**  A misjudgement of the speed and distance of an approaching vehicle. Safety of other road users was not compromised. |
| **Serious Fault –** |
| **Dangerous Fault –** |

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| **14** | JUDGEMENT Overtaking / Meeting / Crossing |
| **Expected outcome / competence** Overtaking should only be carried out when it is safe to do so.A sufficient safety margin should be left when other vehicles are being overtaken. Cyclists and motorcyclists need as much space as other vehicles; they can wobble or swerve suddenly.Do not cut in too quickly after overtaking.Care should be taken when the width of the road is restricted or when the road narrows. If there is an obstruction on your side or not enough room for two vehicles to pass safely, the vehicle should be prepared to wait and let the approaching vehicles through.When turning right, other vehicles should not have to stop, slow down or swerve to allow the vehicle to complete its turn. | |
| **Assessment Criteria**  **(**Example =  Meeting) | **Driving Fault –**  Late reaction when meeting approaching vehicles. |
| **Serious Fault –**  Placing other drivers at risk by driving forward when they should have clearly given way. |
| **Dangerous Fault –**  Any situation brought about by the inability to meet approaching traffic that resulted in actual danger to the examiner, candidate, and the general public or property. |

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| **15** | POSITIONING Normal Driving / Lane Discipline |
| **Expected outcome / competence**   * The vehicle should be positioned correctly for the intended route * Where lanes are marked, the vehicle should be positioned to the middle of the lane * Straddling lane markings should be avoided. Do not change lanes unnecessarily. | |
| **Assessment Criteria**  **(**Example =  Normal Driving) | **Driving Fault –**  Positioning errors when driving too close to the kerb. |
| **Serious Fault –**  Persistently driving too close to the kerb, placing pedestrians at risk. |
| **Dangerous Fault –**  Any situation brought about by driving dangerously close to the kerb that resulted in actual danger to the examiner, candidate, and the general public or property. |

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| **16** | PEDESTRIAN CROSSINGS |
| **Expected outcome / competence**   * The ability to recognise the different types of pedestrian crossings and show courtesy and consideration towards pedestrians. * At all crossings the vehicle should slow down and stop if there is anyone on the crossing. * At zebra crossings the vehicle should slow down and be prepared to stop if there is anyone waiting to cross. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Stopping and blocking or partly blocking the pedestrian crossing |
| **Serious Fault –**  Failing to give way to pedestrians who had started to cross at a ‘Zebra’ crossing. |
| **Dangerous Fault –**  Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **17** | POSITION / NORMAL STOPS |
| **Expected outcome / competence**   * The ability to choose a safe, legal and convenient place to stop, close to the edge of the kerb, where the vehicle will not obstruct the road and create a hazard. * Display an understanding of - how and where to stop without causing danger to other road users. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Stopped, partially blocking a driveway with no inconvenience to other road users |
| **Serious Fault –**  Stopped, completely blocking a driveway inconveniencing vehicle attempting to pull out. |
| **Dangerous Fault –**  Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **18** | AWARENESS / PLANNING |
| **Expected outcome / competence**   * Display an awareness and consideration for other road users at all times. * Ability to think and plan ahead, judging what other road users are going to do, predicting how their actions will affect the vehicle, and react in good time. * Ability to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, motorcyclists and horse riders. * Anticipating road and traffic conditions, acting in good time, rather than reacting to them at the last moment. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Late reaction to what other road users are doing. |
| **Serious Fault –**  Last minute and sudden reaction to other road users compromising their safety. |
| **Dangerous Fault –**  Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, and the general public or property. |

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| **19** | ANCILLIARY CONTROLS |
| **Expected outcome / competence**   * Ability to understand the function of all the controls and switches, especially those that have a bearing on road safety. * These include indicators, lights, windscreen wipers, demisters and air conditioning. * Ability to find these controls and operate them correctly, when necessary, without looking down or causing a loss of control. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  Not completely familiar with the location and operation of controls, control of the vehicle was compromised but with no affect to road safety. |
| **Serious Fault –**  Unaware of location and operation of the controls resulting in a serious loss of vehicle control, road safety compromised. |
| **Dangerous Fault –**  Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **20** | REVERSING Control / Observation |
| **Expected outcome / competence**  Ability to control the vehicle accurately whilst reversing to the left.  Effective all round observation throughout the manoeuvre showing consideration to other road users. | |
| **Assessment Criteria**  **(**Example =  Observation) | **Driving Fault –**  Demonstrates understanding of rear observations, but is marginally late when taking the required observation. |
| **Serious Fault –**  Essential observation missed or relying totally on the mirrors. |
| **Dangerous Fault –**  Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property. |

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| **21** | UNCOUPLING / RE-COUPLING |
| **Expected outcome / competence**   * Demonstrate the skills necessary when uncoupling and re-coupling the vehicle * Driving the towing vehicle to a designated position prior to re-coupling safely. | |
| **Assessment Criteria**  **(**Example) | **Driving Fault –**  When uncoupling, landing gear handle was not stored and secured. |
| **Serious Fault –**  When re-coupling, landing gear handle was not stored and secured, resulting in a potential risk to other road users when the vehicle is mobile. |
| **Dangerous Fault –**  Any fault that result in serious damage to the vehicle, candidate or third party. |

# Appendix A - A GUIDE TO LOCATING AND RECORDING FAULTS

*(THIS IS NOT A GUIDE TO ASSESSMENT)*

### EYESIGHT

Read registration incorrectly for the second time using the tape

**The information contained within this document is intended to be used as a guide to the location of fault markings on the DAF and to ensure uniformity. It is not intended as a guide to the assessment of faults. It is not definitive and its content may be subject to alterations to reflect changing regulations and circumstances.**

### VEHICLE CHECKS

1 or 2 questions incorrect = 1 driving fault

### PRECAUTIONS

Leaving in gear with the clutch up and starting the engine

### MOVE OFF

1. **Safely**

* No blind spot checks / incorrectly timed checks
* Moving away unsafely
* Blind spot check only over the left shoulder
* Pulling away with the left signal on

1. **Control**

* Stalling
* Repeated stalling
* Moving off with the handbrake applied
* Rolling backwards when attempting to move off
* Not engaging a gear and attempting to move off
* Attempting to pull away in too high a gear

### CONTROL

1. **Accelerator**

* Uncontrolled use
* Excessive revs

1. **Clutch**

* Not depressing the clutch pedal before stopping
* Uncontrolled engagement after changing gear

1. **Gears**

* Clutch Coasting
* Looking down when changing gear resulting in loss of steering control
* Selecting the wrong gear for the road and traffic conditions

1. **Footbrake**

* Uncontrolled use resulting in pulling up too early or too late
* Late or harsh braking
* Missing the brake pedal completely

1. **Parking Brake**

* Applying whilst in motion
* Not applying where necessary resulting in rolling forwards or backwards
* Allowing the vehicle to ‘creep’ with an automatic
* Unable to release fully

1. **Steering**

* Unable to maintain a steady course in normal driving
* “Swan Neck” turns when turning right
* At a normal stop, mounting and dismounting the kerb
* Not following the contour of the kerb at a bell mouth junction

### USE OF MIRRORS

Well before Signalling/Changing direction/Stopping

* Not using the exterior mirrors when essential
* Using the mirrors but not reacting to the information
* Not using the mirrors at all
* Pulling up with no mirror checks
* Increasing speed with no mirror checks
* Late use of mirrors

### SIGNALS

1. **Where necessary**

* Omitting to re-apply when it self-cancels
* Omitting to give a signal where necessary

1. **Correctly**

* Signalling unnecessarily
* Wrong arm signals
* Omitting to cancel after use
* Incorrect (i.e. left for right, right for left)
* Flashing the headlights at another driver to proceed or turn
* Having the hazard lights on whilst on the move
* Unnecessary use of the horn
* Beckoning pedestrians

1. **Properly Timed**

* Giving late exit signals at roundabouts
* Arriving at a junction and then signalling
* Signalling after starting the manoeuvre
* Signalling far too early or too late
* Misleading signal before intended left and right turn

### CLEARANCE TO OBSTRUCTIONS

* Driving too close to stationary vehicles and obstructions

### RESPONSE TO SIGNS AND SIGNALS

1. **Traffic signs**

* Non-compliance with a stop sign
* Non-compliance with a No Entry sign
* Not complying with Mandatory signs

1. **Road markings**

* Unnecessarily crossing the solid white centre lines
* Not conforming to directional arrows

1. **Traffic lights**

* Waiting at a green filter light when safe to proceed
* Not conforming to a red light
* Late reaction to the amber traffic light
* Remaining at the stop line when safe to move forwards

1. **Traffic controller.**

* Police
* Traffic warden
* School crossing patrol
* Other persons directing traffic

1. **Road users.**

* Not reacting appropriately to the signals given by other road users

### 10. USE OF SPEED

* Driving too fast for prevailing road, traffic and weather conditions
* Breaking the speed limit

### 11. FOLLOWING DISTANCE

* Getting too close to moving vehicles
* Pulling up too close to vehicle ahead

**12. PROGRESS**

1. **Driving at an appropriate speed for the road and traffic conditions**

* Holding up following traffic

1. **Avoiding undue hesitation.**

* Stopping unnecessarily at junctions and other hazards
* Not proceeding when it is safe to do so at junctions

### 13. JUNCTIONS

1. **Approach speed**

* Approaching too fast
* Approaching too slow

1. **Observation**

* Not taking effective observation before emerging
* Looking both ways but still emerging to affect other road users

1. **Turning right**

* Positioning too far to the left
* Positioning too far to the right
* On major to minor stopping short of the turning point
* Incorrect position before turning right

1. **Turning left**

* Positioning too far to the right or too close to the kerb
* Swinging out prior to reaching the corner
* Positioning in an unmarked inappropriate lane to turn left

1. **Cutting Right Corner**

* Cutting corners, from major to minor roads

### 14. JUDGEMENT

1. **Overtaking**

* Cutting in after overtaking
* Attempting to overtake in a hazardous place
* Unsafe overtaking

1. **Meeting Traffic**

* Failure to show proper judgement when meeting approaching traffic

1. **Crossing Traffic**

* Turning right across the path of oncoming road users

### 15. POSITIONING

1. **Normal driving**

* Too close to the kerb
* Too far from the kerb
* On dual carriageways driving in the right hand lane
* Cutting across the normal road position when going ahead at roundabouts

1. **Lane discipline**

* Straddling unnecessarily lanes marked on roundabouts when going ahead or when turning

### 16. PEDESTRIAN CROSSINGS

* Approaching too fast
* Not reacting to the lights at a pedestrian controlled crossing
* Pulling away well before the crossing is clear of pedestrians
* Not stopping when necessary
* Beckoning pedestrians to cross

### 17. POSITION FOR NORMAL STOPS

* Normal stop not made in a safe position
* Both nearside wheels on the kerb / pavement
* Over an access road
* At a bus stop
* Too far from the kerb
* Too near to a junction
* Opposite other parked vehicles

### 18. AWARENESS AND PLANNING

* Failure to judge what other road users are going to do and react accordingly

### 19. ANCILLARY CONTROLS

* Failure to use ancillary controls when necessary
* Unable to operate controls
* Not able to locate or operate essential ancillary controls
* Loss of control whilst operating ancillary controls

### 20. REVERSING

(Recorded when reverse gear is selected)

1. **Control**

* Poor co-ordination of controls
* Stalling
* Mounting the pavement or kerb
* Turning the steering wheel the wrong way
* Going wide after the corner
* Finishing at an acute angle
* Scrubbing-brushing-touching the kerb
* Taking an excessive amount of time to complete the manoeuvre

1. **Observation**

* No blind spot checks
* No observation at or before the point of turn
* Excessive use of the door mirrors
* Not looking directly behind
* Not reacting to passing or approaching vehicles
* Not reacting to pedestrians
* Waiting unnecessarily for other roads users

### 21. UNCOUPLE/ RECOUPLE

* Parking brake not applied
* Safety dog clip not used when coupling
* Landing legs not raised/lowered correctly
* Air/electrical lines not connected/disconnected correctly

# Driving Assessment Route - Minimum Requirements

A route should be selected that incorporates where possible, as a minimum, the following:

* Single carriageway
* Dual carriage
* One left turn – minor road to major road
* One left turn – major road to minor road
* One right turn – minor road to major road
* One right turn – major road to minor road
* One traffic light controlled junction
* One pedestrian crossing
* One roundabout – straight on or turning right
* One lay-by bus stop
* One gradient on which to conduct an uphill start
* The route to be of suitable length to suit the duration of the assessment
* Suitable location(s) to start and / or finish the assessment

This route(s) will need to be repeatedly used to conduct all necessary assessments; at varying times of day and traffic densities