**RS29. PRACTICAL DRIVING TEST GUIDELINES**

**About this tool:** This tool is to be used to assess a driver’s competency after they have undergone training. This tool is to be used in conjunction with the ‘Driver Assessment Form – Guide’.

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| **Candidate Name:** |  |
| **Licence Number:** |  | **Expiry Date:** | DAY | MONTH | YEAR |
| **Licence valid for the** **following categories:** |  | **DOB:** | DAY | MONTH | YEAR |
| **Candidate Contact Number:** |  | **Further Training Required:** |  |
| **Assessor’s Name** |  |
| **Vehicle Type:** |  | **Assessment Location:** |  |
| **Vehicle Registration Number:** |  | **Gearbox Type:**(enter MAN or AUTO) |  |

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| **Assessment Parameters** |
| **Competency** | FAULTS |
| Driving | Tot | S | D |
| 1 | **Eyesight** |  |  |  |   |  |  |
| 2 | **Vehicle Checks** |  |  |  |  |  |  |
| 3 | **Precautions** |  |  |  |  |  |  |
| 4 | **Moving Off** |  |  |  |  |  |  |
| 1. Safely
 |  |  |  |  |  |  |
| 1. Control
 |  |  |  |  |  |  |
| 5 | **Control** |  |  |  |  |  |  |
| 1. Accelerator
 |  |  |  |  |  |  |
| 1. Clutch
 |  |  |  |  |  |  |
| 1. Gears
 |  |  |  |  |  |  |
| 1. Footbrake
 |  |  |  |  |  |  |
| 1. Parking Brake / M/C Front Brake
 |  |  |  |  |  |  |
| 1. Steering
 |  |  |  |  |  |  |
| 1. Balance M/C
 |  |  |  |  |  |  |
| 1. HGV / PSV Gear Ex.
 |  |  |  |  |  |  |
| 1. PSV Door Exercise
 |  |  |  |  |  |  |
| 6 | **Use of Mirrors (M/C Rear Observations)** |  |  |  |  |  |  |
| 1. Signalling
 |  |  |  |  |  |  |
| 1. Change of Direction
 |  |  |  |  |  |  |
| 1. Change of Speed
 |  |  |  |  |  |  |
| 7 | **Signals** |  |  |  |  |  |  |
| 1. Necessary
 |  |  |  |  |  |  |
| 1. Correctly
 |  |  |  |  |  |  |
| 1. Timed
 |  |  |  |  |  |  |
| 8 | **Clearance / Obstructions** |  |  |  |  |  |  |
| 9 | **Response to signs/signals** |  |  |  |  |  |  |
| 1. Traffic Signs
 |  |  |  |  |  |  |
| 1. Road Markings
 |  |  |  |  |  |  |
| 1. Traffic Lights
 |  |  |  |  |  |  |
| 1. Traffic Controllers
 |  |  |  |  |  |  |
| 1. Other Road Users
 |  |  |  |  |  |  |
| 10 | **Use of Speed** |  |  |  |  |  |  |
| 11 | **Following Distance** |  |  |  |  |  |  |
| 12 | **Progress** |  |  |  |  |  |  |
| 1. Appropriate Speed
 |  |  |  |  |  |  |
| 1. Undue Hesitation
 |  |  |  |  |  |  |
|  **Assessment Parameters** |
| **Competency** | FAULTS |
| Driving | Tot | S | D |
| 13 | **Junctions** |  |  |  |  |  |  |
| 1. Approach Speed
 |  |  |  |  |  |  |
| 1. Observation
 |  |  |  |  |  |  |
| 1. Turning Right
 |  |  |  |  |  |  |
| 1. Turning Left
 |  |  |  |  |  |  |
| 1. Cutting Corners
 |  |  |  |  |  |  |
| 14 | **Judgement** |  |  |  |  |  |  |
| 1. Overtaking
 |  |  |  |  |  |  |
| 1. Meeting
 |  |  |  |  |  |  |
| 1. Crossing
 |  |  |  |  |  |  |
| 15 | **Positioning** |  |  |  |  |  |  |
| 1. Normal Driving
 |  |  |  |  |  |  |
| 1. Lane Discipline
 |  |  |  |  |  |  |
| 16 | **Pedestrian Crossings** |  |  |  |  |  |  |
| 17 | **Position / Normal Stops** |  |  |  |  |  |  |
| 18 | **Awareness / Planning** |  |  |  |  |  |  |
| 19 | **Ancillary Controls** |  |  |  |  |  |  |
| 20 | **Reversing** |  |  |  |  |  |  |
| 1. Control
 |  |  |  |  |  |  |
| 1. Observation
 |  |  |  |  |  |  |
| 21 | **Uncouple / Re-couple** |  |  |  |  |  |  |
| **TOTAL DRIVING FAULTS** |  |  |  |  |  |  |

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| **Assessor Took Action**(circle as appropriate) | **VERBAL** | **PHYSICAL** |

|  |  |  |  |  |
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| **RESULT**(enter PASS or FAIL as appropriate) | \_ | \_ | \_ | \_ |

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| **Assessor’s signature** |  |
| **Candidate’s signature** |  |

**Remarks: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

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# 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 (DRIVING) – (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 (S) - (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 (D) – (entails immediate failure).**

* 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 assessor had to take appropriate action to avoid a collision.

**Assessor Took Action – (entails immediate failure).**

* Assessors 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.