
Module 25:

Following other vehicles

1. Obtain and where possible, maintain a minimum 3-second following distance.
2. Under adverse conditions such as rain, slippery surface, poor visibility or when being followed too closely, the following distance shall be increased.

Note A:

Should the applicant fail to maintain the minimum following distance of three (3) seconds he/she would then be penalised every 5 - 8 seconds for:

SPEED CONTROL

- (5) Fol. dist

Module 26:

Lane changing

1. Obey road traffic signs, signals, rules and markings.
2. Check rear-view mirrors and appropriate blind spot.
3. Signal intention.
4. Check appropriate blind spot.
5. Steer to selected lane, If safe.
6. Cancel signal.

Note A:

Changing lanes within an intersection should be avoided.

Note B:

Where more than one lane is changed in one movement, the appropriate blind spot shall be checked prior to crossing each lane-line.

Note C:

In the sketches below:

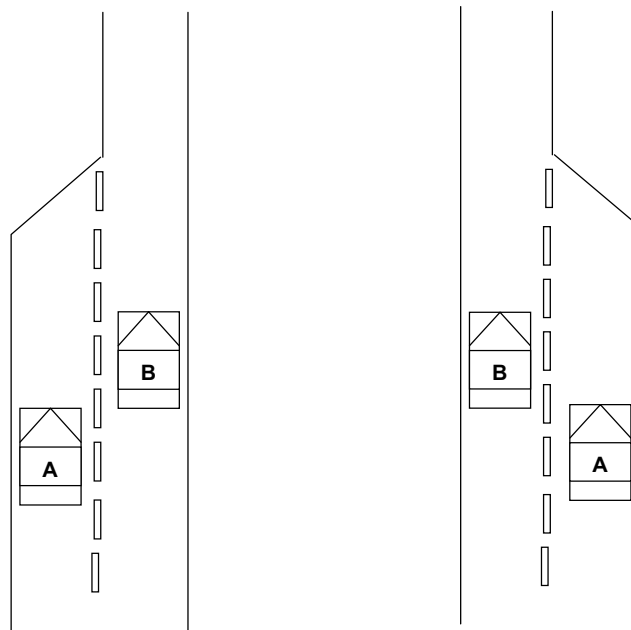
Vehicle "A" shall be required to do a lane change.

Vehicle "B" shall be required to do a blind spot check to the appropriate side.

Should the driver of vehicle "B" fail to do a blind spot check, he/she shall be penalised for:

STEERING

(5) Obs.....



Module 27:

Stopping - in traffic (manual transmission)

1. Check rear-view mirrors.
2. Decelerate.
3. Brake timeously, smoothly and progressively without locking wheels and in complete control, keeping both hands on the steering wheel.
4. Select a lower gear, if necessary.
5. Disengage clutch completely just before vehicle is brought to a complete standstill, without labouring or stalling the engine.
6. Obtain and/or maintain clear space behind or alongside obstruction or road user, where applicable (approximately 4 - 5 metres behind the vehicle ahead).
7. Stop in accordance with road traffic signs, signals, rules and markings.
8. Apply parking brake if necessary.
9. Ensure parking brake is effective before service brake is completely released.
10. Select neutral, if necessary.

Note A:

The parking brake should be applied when stationary for any length of time or where there is a possibility of rolling, but may not be necessary depending upon traffic signs, stop/start progress of traffic and gradient of the road.

Note B:

Neutral should be selected when stationary for any length of time, but this may not be necessary depending on traffic signals and stop/start progress of traffic.

Should the applicant stop for a shorter period than it would take to apply the parking brake and select neutral, he/she shall not be penalised for failing to apply the parking brake and selecting neutral.

Note C:

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

Note D:

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

Module 28:

Stopping - in traffic (automatic transmission)

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

Note A:

The parking brake should be applied when stationary for any length of time or where there is a possibility of rolling but may not be necessary depending upon traffic signals stop/start progress of traffic and the gradient of the road.

Note B:

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

Module 29:

Stopping - for parking (manual transmission)

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

Note A:

Turn the front wheels in the directions of the kerb as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

Note B

Having switched off engine an appropriate gear should be selected as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

This procedure is not recommended in the case of a diesel vehicle.

Note C:

If a turbo is fitted refers to operators manual.

Note D:

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

Module 30:

Stopping - for parking (automatic transmission)

1. Check rear view mirrors and necessary blind spot.
2. Signal intention.
3. Check appropriate blind spot if applicable.
4. Position vehicle, if necessary.
5. Check rear view mirrors.
6. Decelerate.
7. Brake.
8. Obtain and/or maintain a clear space behind or alongside obstruction or other road user, where applicable
9. Stop in accordance with road traffic signs, signals, rules and markings.
10. Apply parking brake
11. Select "P" position.
12. Cancel signal and switch of accessories, if applicable.
13. Switch engine off.
14. Check rear view mirrors and blind spots before opening doors, if applicable.

Note A:

Turn the front wheels in the directions of the kerb as a precautionary measure to prevent the vehicle from moving, depending upon the gradient of the road.

Note B:

If a turbo is fitted refers to operators manual.

Note C:

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

Module 31:**Traffic control signals**

1. Check rear view mirrors and necessary blind spot if applicable.
2. Signal intention if necessary.
3. Obey traffic control signal.
4. Check rear view mirrors.
5. Decelerate or brake if necessary.
6. Select gear if necessary.
7. Stop if necessary.
8. Select gear if necessary.
9. Observe if necessary.
10. Move off/proceed if safe.

Note A:

Traffic control signals are directions given by police or traffic officers in uniform, members of a scholar patrol, road work-men, persons leading, riding or driving bovine animals, signal-men at level crossings and drivers of emergency vehicles sounding a device or bell.

Note B:

For traffic lights, see Modules 38 to 42.

Note C:

For scholar patrols, see Module 35.

Module 32:

Intersections - turning left

1. Check rear-view mirrors and blind spot to left.
2. Signal intention.
3. Obey all traffic signs, signals, rules and markings.
4. Check blind spot to the left if applicable.
5. Position vehicle in lane if necessary.
6. Check mirrors.
7. Decelerate if necessary.
8. Brake if necessary.
9. Select gear, if necessary
10. Yield to pedestrians if necessary.
11. Stop if necessary.
12. Select gear if necessary.
13. Observe if applicable.
14. Move off/proceed, necessary.
15. Check blind spot to left.
16. Steer into appropriate lane, obeying all road traffic signs, signals, rules and markings.
17. Check rear view mirrors whilst turning to ensure safe follow through of vehicle.
18. Accelerate as necessary.
19. Cancel signal.

Note A:

A blind spot check shall be made just before steering. Should the applicant have steered to the left before stopping it is unnecessary to check the blind spot again after moving off. The observation for moving off shall sufficient.

Module 33:

Intersections - turning right

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

Note A:

Position vehicle as close as possible towards centre of intersection prior to turning with due safety and consideration for approaching vehicles.

Note B:

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

Note C:

A blind spot check shall be made just before changing direction. Should the applicant have steered to the right before stopping it is unnecessary to check the blind spot again after moving off. The observation for moving off shall sufficient.

Module 34:**Intersections - proceeding straight**

1. Check rear view mirrors.
2. Obey all traffic signs, signals, rules and markings.
3. On approach check right and left for cross traffic and pedestrians.
4. Select gear, if necessary.
5. Proceed.

Note A:

It is not necessary for the driver to turn his/her head to look right and left when he/she has a clear view of the intersection or when approaching public entrances and exits, such as filling stations and shopping centres.

Note B:

The applicant will be penalised should he/she only check to the right and left after entering the intersection or passing public entrances and exits, such as filling stations and shopping centres.

Module 35:**Intersections - stop signs**

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

Note A:

At a four way stop, yield to pedestrians and vehicles, which arrived at the intersection first.

Note B:

At a school 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:

A left and right blind spot check shall be done upon entering a freeway.

Note D:

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

Module 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.

Mdb 3

Freeways - and on - ramp

Off-ramp

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

On-ramp

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

Note A:

Should the applicant not check the blind spot when passing an on-ramp or off-ramp, the error will be marked for:

FREEWAYS

	Ent	Ex.		
(5) Bl. Sp.	<table border="1"><tr><td>10</td></tr></table>	10
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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 alley docking a second (2 nd) attempt will be allowed, should the first attempt not be successful provided that no obstacle or boundary line has been touched.
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.	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. 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.
... rides	Resting the foot on the clutch pedal whilst vehicle is in motion or keeping the clutch depressed whilst the vehicle is stationary for any length of time.	Since it causes excessive wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic or where it could be justified.
... slips	Holding the clutch at the friction point so that the power from the engine is only partially transmitted to the wheels.	Since it causes abnormal wear it should be restricted to situations requiring extremely slow speed such as for parking, stop-start traffic or where it could be justified.
Coasting	Driving a vehicle with the clutch depressed or in neutral, disconnecting the engine from the driving wheels.	Since it reduces control of the vehicle and could cause undue wear of the clutch release bearing, it should be restricted to short distances just before coming to a standstill, where it could be justified. Neutral shall never be selected whilst the vehicle is in motion.
Collision	Touching any moving or stationary hazard with a vehicle.	Should any obstacle/object be touched, other than that for the specific manoeuvre being conducted, it shall be regarded as a collision.
Counter steer	See Steering ... counter steer	

Feature	Definition	Qualification
Cutting	See steering ... cutting	
Dangerous Actions	See Uncontrolled/Dangerous action	
Decelerate	Causing a vehicle to reduce speed by releasing the accelerator only.	The accelerator should be released timeously and gradually to ensure smooth reduction of speed.
Disengage	Depressing the clutch pedal to disconnect the engine from the transmission.	The clutch pedal should be depressed timeously and completely in order to select a gear or bring the vehicle to a standstill without stalling or labouring the engine.
Double de clutch	See clutch ... double de-clutch	
Driving position	The position directly behind the steering wheel which enables a driver to operate the controls of a vehicle safely and efficiently.	The distance from the steering wheel should preferably enable the knee to be slightly bent when the clutch is fully depressed. The arms should be slightly bent when the hands are placed in the twelve o'clock position on the steering wheel.
Duration	The rounded off time of the "Stopwatch" time to full minutes for both the yard and road tests.	<ul style="list-style-type: none"> • Yard test - The time in seconds recorded in the "Stopwatch" block shall be ignored. • Road test - The time in seconds recorded in the "Stopwatch" block shall be rounded off to the next full minute.
Engine brake	A device which is used to reduce the vehicle's speed by building up pressure in the engine when the device is activated.	The engine brake is normally used to control a vehicle's speed on a decline or to slow down slightly. This brake assists the service brake. The effectiveness of the brake is determined by the gear engaged. The engine brake should not be used in a built-up area.
Examiner	An examiner of driving licence as contemplated in the Road Traffic Act.	A person who has been appropriately trained, graded, registered and appointed as an examiner for driving licences.
Exhaust brake	A device which is used to reduce the vehicle's speed by restricting the flow of exhaust gasses from the engine which then has a braking effect on the vehicle.	The engine brake is normally used to control a vehicle's speed on a decline or to slow down slightly. The use of the exhaust brake assists the vehicle's service brake. The effectiveness of braking is determined by the gear engaged. The engine brake should not be used in a built-up area.
Fast	See Too fast	

Feature	Definition	Qualification
Following distance	The safe space to be maintained between one vehicle following another.	It is determined when the rear of the vehicle ahead passes a fixed reference point - e.g.: lamp post, road sign, mark on the road etc., by the driver of the vehicle directly behind counting "2001, 2002, 2003". The front of the vehicle should not reach the same point of reference before this count is completed. Under adverse conditions such as rain, slippery surface, poor visibility etc. the distance should be increased.
Gear ... changing	Selecting of the gear which will allow the engine to operate at efficient RPM whilst the road speed of the vehicle suits the situation.	The appropriate gear should be selected before moving off and before negotiating a hazard in order that the necessary acceleration can be applied. A lower gear should be selected to minimize the increase of vehicle speed on a decline or to maintain a suitable speed on an incline. Whilst keeping the eyes on the road the appropriate gear should be selected smoothly without grating and in accordance with engine speed. Having completed gear selection, the hand shall be returned to the steering wheel, and the foot then removed from the clutch pedal. Where possible gears should be selected whilst the vehicle is on a straight course. If braking is necessary it should be completed before selecting a lower gear.
Gear ... automatic transmission	A motor vehicle not fitted with a device known as a clutch to enable the vehicle to be put into motion from a stationary position.	
Gear ... manual transmission	Any motor vehicle fitted with a device known as a clutch, in order to put the vehicle into motion from a stationary position.	
Hazard	Vehicles, persons, animals, objects or substances which could cause damage or injury and could necessitate changing speed and/or direction.	Moving hazards constitute vehicles, persons, animals etc. Fixed hazards constitute intersections, roundabouts, lamp posts, trees, curves, potholes, rain, dust, smoke etc.
In good time	See Signal ... in good time	
Intersection	A junction of two or more streets or roads meeting one another at any angle, whether or not one road crosses the other.	A road, meeting a roundabout or roads meeting one another at any angle are regarded as intersections.
Lane changing	Changing position of a vehicle on a roadway from one lane to another by means of steering.	Lanes should only be changed after proper observation and the appropriate signal has been given.

Feature	Definition	Qualification
Loss of control	A situation when a driver has no influence over the speed or direction of a vehicle.	Excessive speed, erratic or harsh steering, braking or acceleration causing a vehicle to deflect from a straight course or the wheels to skid without corrective action being effective.
Maximum rear-view vision	Optimum vision directly to the rear and to the left and right rear of a vehicle.	Rear vision shall be optimised by adjusting the interior rear view mirror to give the most complete picture of the traffic situation to the rear through the rear window. The exterior mirrors shall be adjusted so that a small portion of the rear-most part of the body of the vehicle is visible in the inner side of the mirror.
Minor defects	Defects which occurred to the vehicle whilst on route to the driving licence testing centre.	Tyres, brakes and steering defects shall not be regarded as minor defects.
Mirrors	A device to assist the driver to have a view to the rear without having to turn around to look over both shoulders.	Should a vehicle have a centrally situated interior rear view mirror with a clear view to the rear, it will not be necessary to look into the outside mirrors when the use of mirrors, is required. Should the driver not have a clear view in the centrally fitted interior rear view mirror or has no such mirror fitted, the exterior side rear view mirrors shall be used.
Mounts kerb	When at least one or more wheels of the vehicle is not in contact with the road surface but is on the kerb or sidewalk.	
Moving off	To set a vehicle into motion from a stationary position.	Only when safe and in accordance with road traffic signs, signals, rules and markings, move the vehicle from a stationary position smoothly and progressively and without engine labouring. Ensure there is clear space beyond an intersection. Ensure an intersection is clear before entering.
Needless	See Stopping ... needless	
Observe	To look in all directions for hazards and potential hazards.	Observation includes the use of mirrors and blind spot checks to determine whether it is safe to the rear, front and sides. Observation can commenced from either the left or right blind spot. Eyes shall not be taken from the road unnecessarily.
Obstacles		Equipment being use to demarcate manoeuvres.

Feature	Definition	Qualification
Obstructions		Vehicles, persons, animals, objects or substances which may cause damage or injury and may necessitate changing speed and/or direction. Obstructions could be inside or outside a vehicle.
Overtaking	Passing a stationary or moving hazard travelling in the same direction.	Passing oncoming traffic is not regarded as overtaking.
Parking brake	Known as the handbrake or a device used in the ordinary course of events to keep a vehicle stationary.	To be applied using the release mechanism when parked or stopped for any length of time, or where there is a possibility of rolling. The parking brake should not be applied while the vehicle is in motion except in the case of a service brake failure. To determine whether the vehicle will remain stationary with the parking brake applied, the service brake should be released slowly.
Physical disability	A physical feature of a driver which may prevent the safe control of a vehicle.	A disability necessitating a vehicle to be specially adapted, or the driver to make use of an aid in order that the controls can be operated efficiently and the vehicle driven safely.
Positioning of vehicle	Placing a vehicle in the safest location on a roadway in relation to an actual or potential hazard and in compliance with road traffic signs, signals, rules and markings.	When changing from one longitudinal position to another where there are no road traffic markings, the same procedure as for lane changing shall be followed.
Release mechanism	A device whereby the parking brake or the seat belt buckle of a vehicle can be released.	The release mechanism should be used when applying the parking brake to avoid wear or strain.
Riding clutch	See Clutch ... riding	
Roll	Uncontrolled motion of the vehicle from a stationary position.	By roll, it is meant, a movement of the vehicle in the direction opposite to that which was intended.
Seat	See Driving position	
Signal ... cancel	Discontinuing a driving signal once a manoeuvre has been completed or presence has been established.	
... driving	Means of warning other road users of intention or presence.	Driving signals are direction indicators, horn, brake lights, headlamps and hand signals. Rear-view mirrors and/or blind spots, when applicable, shall be checked before activating the signal.
... in good time	Sufficient time to enable other road users to react, if necessary, to the given signal before the manoeuvre is carried out.	Signals should not be given too early which could result in them being misinterpreted or misleading.

Feature	Definition	Qualification
...sufficient duration	A period long enough to enable other road users to react to the signal if necessary.	
Slipping clutch	see Clutch ... slipping	
Slow	See Too slow	
Steering ... counter steer	Turning the steering wheel in a direction opposite to the direction of travel so that the wheels are at least straight immediately prior to coming to a standstill.	Counter steering shall be applied to avoid wear to tyres and the steering mechanism, and to complete a manoeuvre with greater ease. The steering wheel shall not be turned whilst the vehicle is stationary.
... cutting	Steering of a vehicle in such a manner when negotiating a bend or corner that it may result in touching the kerb, shoulder of the roadway or lane marking when turning to the left or encroaching onto the right-hand portion of the roadway when turning to the right.	In the case of an articulated or combination of vehicles, this is not always unavoidable.
... position	See Positioning of vehicle	
... method (push-and-pull)	Turning the steering wheel without crossing hands.	<p>Procedure for steering to the left: Position hands on steering wheel in a ten-to-two or quarter-to-three position with palms of hands and thumbs on circumference of steering wheel, the left hand grips and pulls the wheel smoothly downwards whilst the right hand moves downwards along the circumference of steering wheel but not further than the six-thirty position. The right hand then grips and pushes upwards, whilst the left hand slides upwards, but not beyond the twelve o'clock point, in order to grip and pull downwards, if necessary. It may be necessary to repeat these movements until the desired turn is achieved.</p> <p>Procedure for steering to the right: The same method is used but the first steering movement will be the right hand pulling down, as described in steering to the left. Counter steering should be used where necessary. The steering wheel shall not be turned whilst the vehicle is stationary.</p>
... straddles	Driving a vehicle without reason with the wheels upon, over or on either side of the road traffic markings which demarcate any side of a traffic lane.	
... wanders	Allowing a vehicle to deviate from an accurate course or to move unnecessarily to the left or right on the roadway.	

Feature	Definition	Qualification
... wide	Steering of a vehicle in such a manner when negotiating a bend or corner that it may, unless unavoidable, result in touching the kerb unless unavoidable, shoulder of the roadway or lane marking when turning to the right, or encroaching onto the right-hand portion of the roadway when turning left.	In the case of an articulated or combination of vehicles, this is not always unavoidable.
Stopping	Act of bringing a vehicle to a complete standstill.	Stopping should be smooth and progressive and in accordance with road traffic signs, signals, rules and markings. Obtain and/or retain a clear space behind or alongside obstruction or other road user.
... needless	Bringing a vehicle to a standstill in the absence of any road traffic sign, signal, instruction, hazard or potential hazard.	
Stopwatch	A timing device to determine the duration of the test.(Cell-phones may not be used in place of a stop-watch)	“Stopwatch time” means, the total time recorded in minutes and seconds on the stopwatch for both the yard and the road tests. The examiner shall enter this time on the test report in the applicable blocks.
Straddles	See Steering ... straddles	
Sufficient duration	See Signals ... sufficient duration	
Too fast	Driving a speed which is too high to be safe for conditions.	Speed should be in accordance with potential hazards and not necessarily in accordance with the traffic pattern or speed limits. Speed lower than the speed limit can also, in some cases, be too fast.
Too slow	Driving at such a speed as to hinder or obstruct the safe flow of traffic.	Speed, which might be slower than speed limits, could however be in accordance with potential hazards and not necessarily in accordance with the traffic pattern.
Traffic control signals	Traffic control signals are directions given by police or traffic officers, in uniform, members of a scholar patrol, road work men, persons leading, riding or driving bovine animals, signal-men at level crossings and drivers of emergency vehicles sounding a device or bell.	

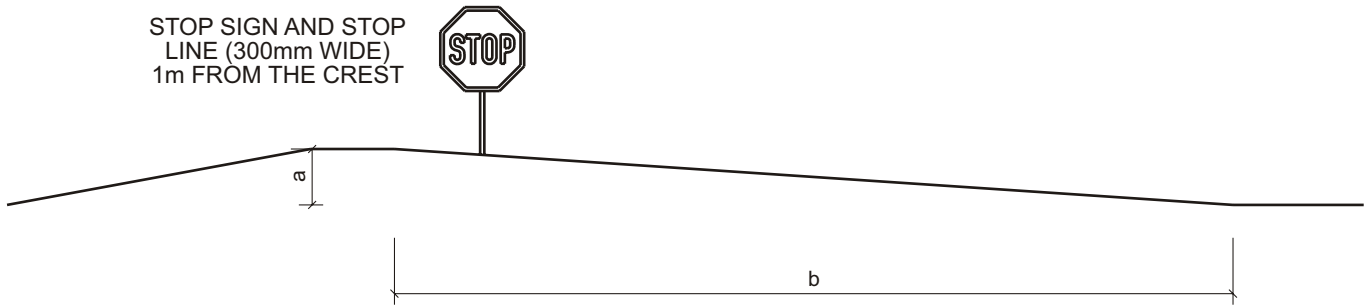
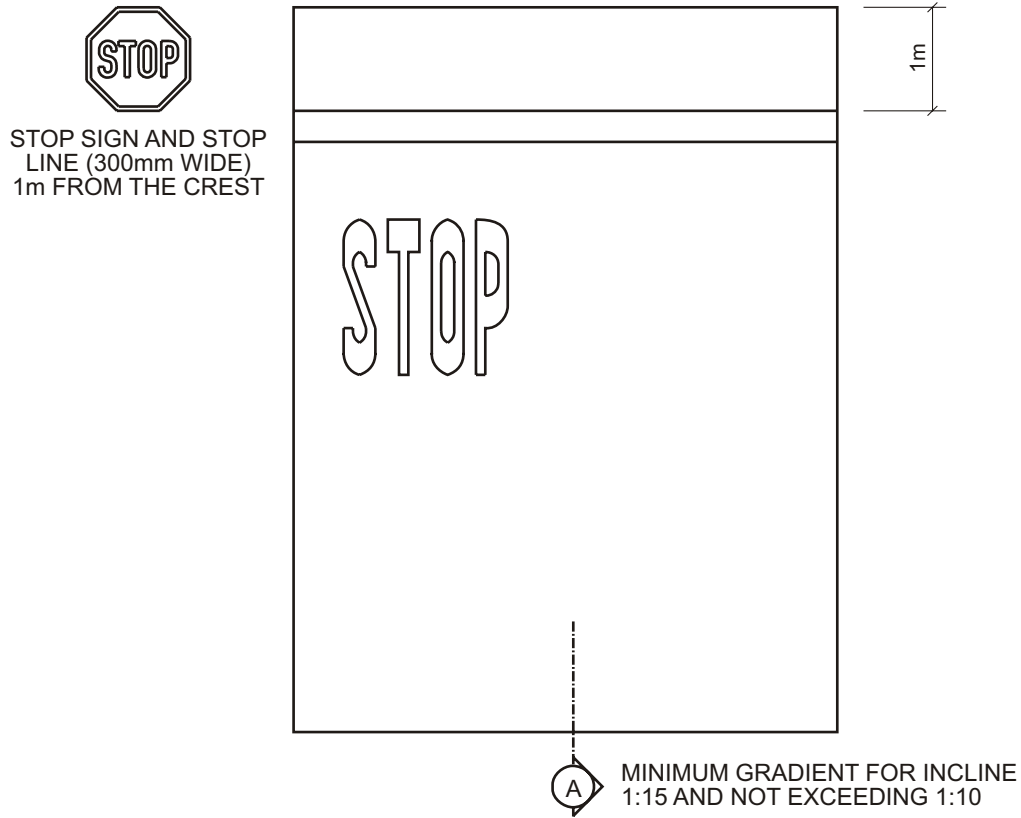
Feature	Definition	Qualification
Trailer brake	A hand controlled valve normally situated on the steering column of the hauling vehicle.	The trailer brake controls the application of the trailer's brake independent of the vehicle's service brake. It could be used to induce more braking on the trailer if the trailer runs in on the hauling vehicle on a decline. Excessive use of the trailer brake could reduce its braking effectiveness. The trailer brake's effectiveness would reduce quicker than that of the towing vehicle and if the combinations brakes are applied, the towing vehicle would stop quicker than the trailer, which could cause a jack knife.
Trailer parking brake	A device used to keep a parked trailer in a stationary position. This device is normally not operated from the cab of the towing vehicle. It is either in the shape of a valve or a lever found on the chassis of the trailer. The parking brake forms part of the spring brake which comes into operation as the air pressure in the trailer's braking system decreases or when the hauling vehicle's parking brake is put into operation.	The trailer parking brake shall only be applied when the combination is parked or when the trailer is being uncoupled. Ensure that the trailer brake is in the "off" position or that the lever has been fully released before moving off.
Uncontrolled/ dangerous action	Any act which results or could result in damage, injury or loss of control of the vehicle.	The driver shall be in full control of the vehicle at all times.
Vehicle position	See Position of vehicle	
Waits too long	Not utilising safe opportunities to proceed, merge with cross-traffic or enter intersections.	
Wanders	See Steering ... wanders	
Warning lights and gauges	Devices used to monitor various engine functions and vehicle systems.	Operation of warning lights and gauges to be checked for malfunction with ignition switched on, before starting engine. After starting engine, operation re-checked for malfunction of systems which are monitored.
Wide	See Steering ... wide	

8. TECHNICAL DATA

REQUIREMENTS RELATING TO THE TECHNICAL DATA

1. A 1 metre clear-space shall be required around each yard test manoeuvre.
2. All positions for obstacles shall be clearly marked.

INCLINE START



EXAMPLE

IF $b = 10\text{m}$ AND $a = 666\text{mm}$

GRADIENT = 1:15

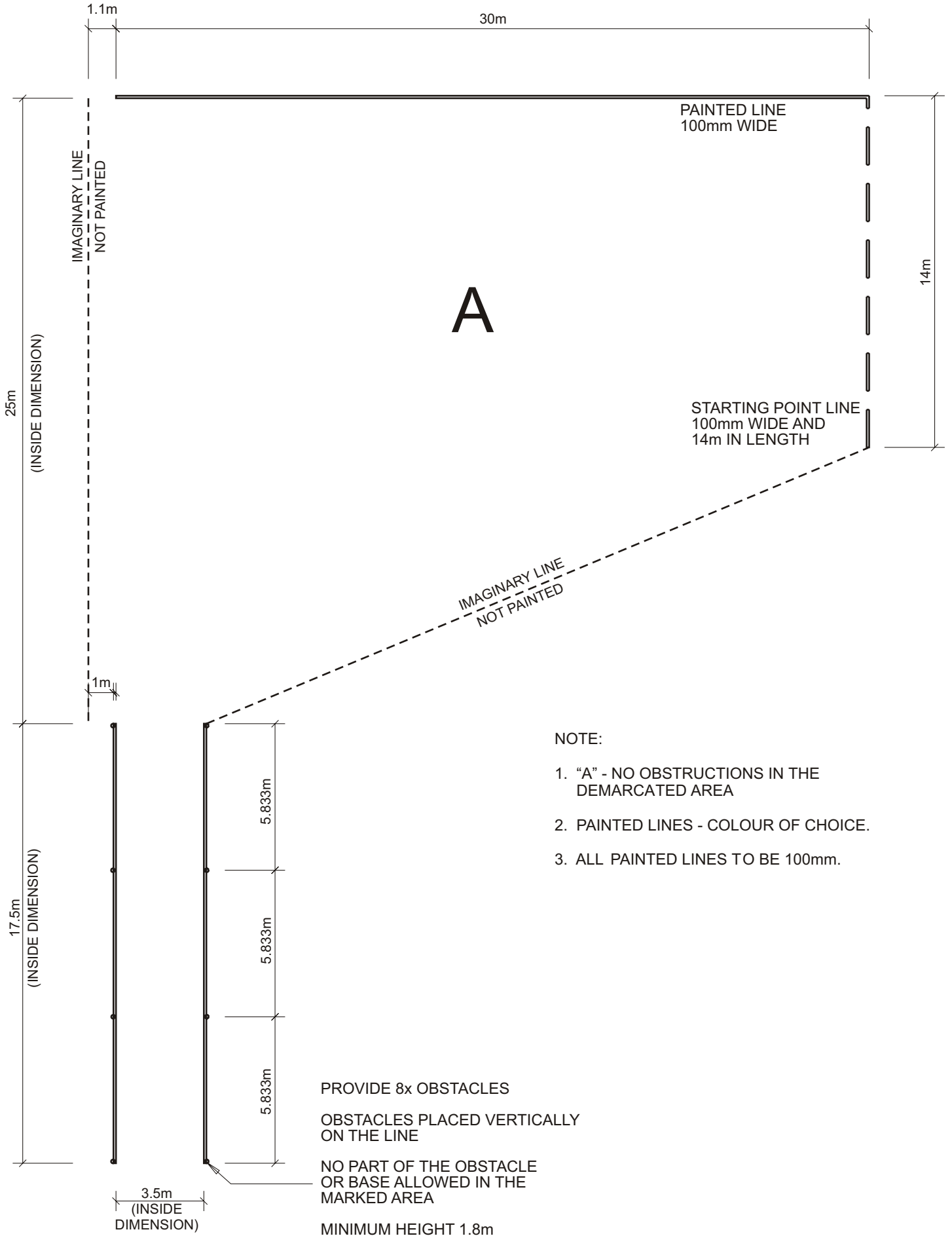
IF $b = 10\text{m}$ AND $a = 1000\text{mm}$

GRADIENT = 1:10

NOTE:

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

ALLEY DOCKING



NOTE:

1. "A" - NO OBSTRUCTIONS IN THE DEMARCATED AREA
2. PAINTED LINES - COLOUR OF CHOICE.
3. ALL PAINTED LINES TO BE 100mm.

PROVIDE 8x OBSTACLES

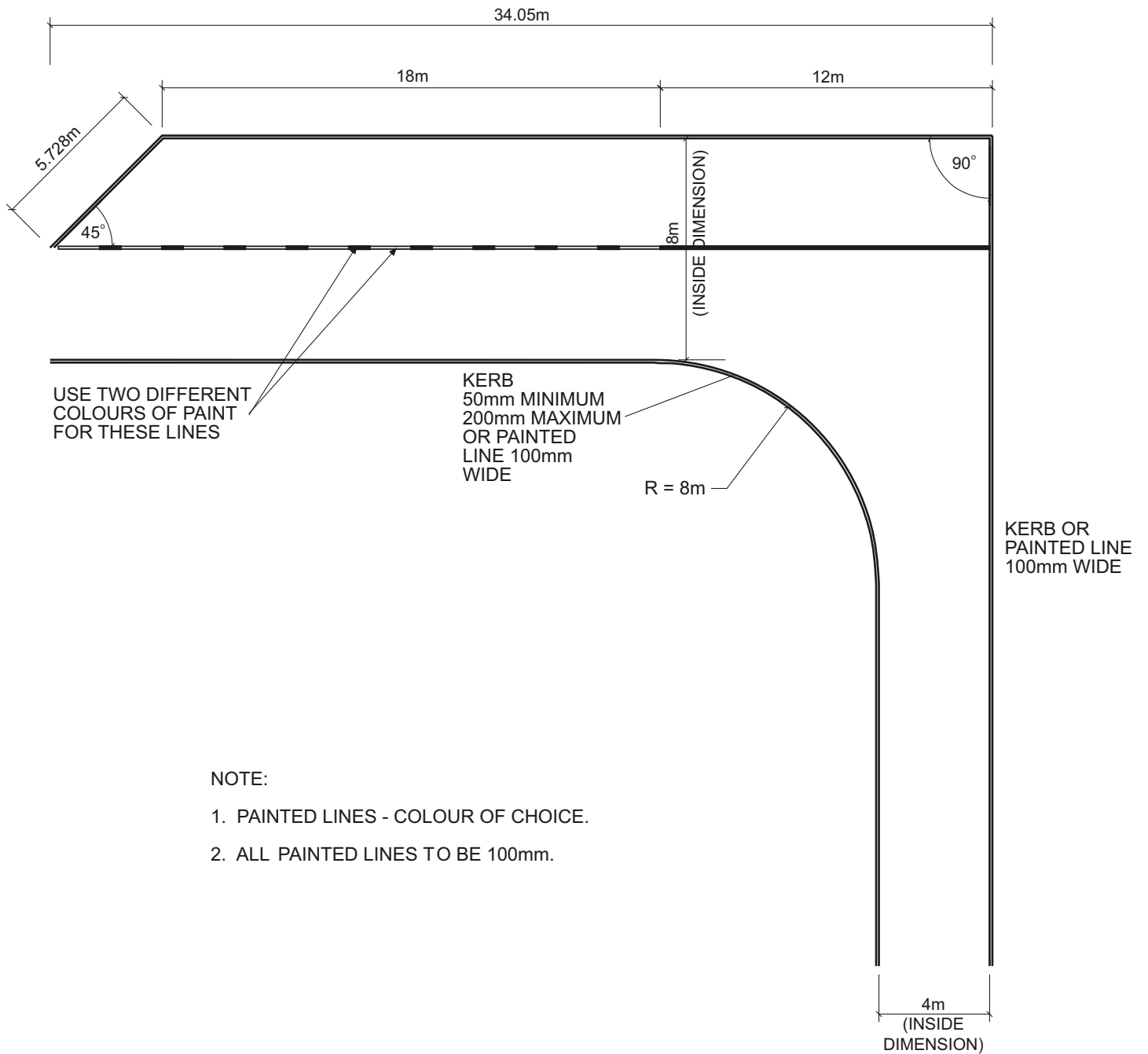
OBSTACLES PLACED VERTICALLY ON THE LINE

NO PART OF THE OBSTACLE OR BASE ALLOWED IN THE MARKED AREA

MINIMUM HEIGHT 1.8m

DIAMETER OF OBSTACLE 50-150mm NON METAL

LEFT TURN



NOTE:

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

REVERSE IN A STRAIGHT LINE

NOTE:

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

PAINTED LINE
100mm WIDE

