



Standard Operating Procedures and Marking Guidelines

Emergency Services Driving Standard

Acknowledgments

The RSA would like to acknowledge the contribution that the members of the ESDS Panel have made towards the development of this publication



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



An Stiúirthóireacht Náisiúnta um Dóiteáin agus Bainistíocht Éigeandála
National Directorate for Fire & Emergency Management



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Standard Operating Procedures For ESDS assessments

Introduction

This Road Safety Authority (RSA) publication is designed to assist Emergency Services Driving Standard (ESDS) Assessors in carrying out their role in a fair and transparent manner. This document is divided into 2 distinct parts titled *Standard Operating Procedures* and *Marking Guidelines*, yet both are inextricably linked. The document, along with other RSA publications, was developed by the ESDS Panel to assist with the implementation of the Emergency Services Driving Standard (ESDS).

The Assessor conducting the assessment is responsible for assessing the competency of the candidate based on the Emergency Services Driving Standard including the most current Road Traffic Legislation. Procedures and marking guidelines may be revised and/or amended from time to time, and Assessors will be informed of this, if and when it occurs.

Quality Control

It is the responsibility of the Assessor to ensure that these standard procedures are correctly and uniformly applied at all times. It is important to ensure that a transparent and verifiable quality control system is in place. To this end, ESDS Driving Assessment Auditors will sit in on a number of the assessments conducted by each Assessor and will be the subject of a quality control check. A record will be kept of all audited assessments to verify the quality control process.



Standard Operating Procedures for ESDS assessments

Standard of conduct for ESDS Assessors

In carrying out their duties the Assessor should be:

- Punctual
- Formal but friendly - a polite smile should be used on occasions
- Low key and not hurried
- Presentable and should dress in a manner appropriate to the position. The Assessor must wear the high-visibility jacket/vest as required

Assessors should ensure that they:

1. Are punctual for all assessment appointments.
2. Complete all documentation neatly and legibly, e.g. titles, names, times, dates, (numerical and written e.g. 16th Feb 2015 (One Five), route numbers, notes, reference numbers etc. Files should be kept in sequence.
3. Understand the need for regular in-vehicle monitoring of assessments, and engage in informed discussion on the assessment standard afterwards.
4. Conform in all respects to assessment standard, marking of faults, assessment of candidates, assessment routes etc.
5. Have adequate supplies of relevant documentation.
6. Secure files, documents, at all times to adhere to data protection legislation.
7. Ensure that all assessment records are processed promptly.
8. Allow the candidate to enlist the help of the accompanying person, or instructor, where brief or minor repairs are necessary, e.g. change of bulb, where time permits.
9. Wear seatbelts. After the turnabout or reverse, Assessors should remind candidates where necessary that they may wish to put on their seatbelt.
10. Do not rest their elbow on the vehicle windowsill in a way that may block the candidate's view.
11. Do not conduct an assessment with an immediate relative, their own trainee, or a personal friend. ESDS Assessments must be only be conducted by ESDS Assessors that are currently ESDS Certified in that Level and Category.
12. Allow, where a tyre is punctured/flat on assessment, time to change it or pump it where time is available, at the discretion of the Assessor. The Assessor should then wait outside the vehicle.
13. Assessors should deal personally where possible with the candidate so as to establish the facts.
14. Assessors should adjust left hand door mirror if requested to avoid candidate having to lean across.
15. If an Assessor is ill and unable to attend for work, organisational arrangements apply.

Standard procedures for the conduct of an ESDS Assessment

In dealing with a candidate the Assessor should be fair and courteous at all times. Courtesy may be defined as politeness towards, consideration for, and treating a person with dignity.

The Assessor should try to create a harmonious and stress free atmosphere by the initial greeting of, and subsequent dealings with the candidate. Candidates may be nervous and self-conscious when in a formal 'exam' type situation and this may prevent them from performing at their best. While the Assessor must assess the candidate's performance, the Assessor should not contribute in any way to the tension and stress which is inevitably being felt by the candidate.

When addressing a candidate, they should be addressed as Mr., Mrs., Miss, Ms., or by their professional title, but in some circumstances it is appropriate to use a candidate's first name.

The Assessor should go into the waiting area and call the candidate's name using a pleasant tone of voice. Where there is no response to the initial call, the Assessor should repeat it if necessary and/or should check regularly for a period to see whether the candidate has in fact attended. The Assessor should wait for the candidate to respond and should accompany the candidate to the desk.

Every stage of the assessment should be introduced with the same type of friendly courteous tone of voice and body language, and should make a reasonable amount of eye contact without 'staring' at the candidate at any time. The Assessor should say 'please' and 'thank you' from time to time, and should not rush the candidate through the formalities. The Assessor should not show impatience towards or disapproval of the candidate in any way and the Assessor's rate of speech and accent should allow time for the candidate to absorb and understand what is being said.

When delivering an unsuccessful outcome it can happen from time to time that a candidate may become upset or aggressive. It is not possible to formulate a procedure for dealing with every possible eventuality, but the Assessor should in all circumstances remain calm and in control of the situation, and should not allow himself/herself to be provoked. The Assessor should respond to any comment that the candidate may make in a reasoned and diplomatic manner, and on no account should become involved in an exchange of offensive comments.

Commencement times, in general all assessments should commence at the scheduled times. However, an assessment may commence earlier than scheduled if an Assessor is free to do so and the candidate attends early, and the candidate agrees. Assessors should not encourage candidates (or ESDS Trainers) to attend earlier than the scheduled time.

Late arrivals, where a candidate arrives extremely late for any appointment and the Assessor decides not to proceed the actual arrival time should be established with the candidate, and this time noted on the **Non Conducted driving assessment Report sheet** which should be issued to the candidate.

Documentation

- In all cases where assessments are not conducted or discontinued, the Assessor should complete the Non Conducted driving assessment report. A short explanatory note should be written on the Non Conducted driving assessment report giving details of times, dates etc., and any information offered by the candidate. A short explanatory note should be written on the declaration form giving details of times, dates etc., and any information offered by the candidate.
- The Assessor should make a note of any unusual incident or comment, including all relevant facts.

Meeting the Candidate

- a) **Greeting.** Call the candidate's full name - Mr. Ms. etc. Say "Good morning/good evening/hello", etc. "I will be your Assessor today, my name is ... (e.g. Michael), please come this way".
- b) **Identification:** "Can I confirm your details?" Photo identification can be sought e.g. licence or staff identification as appropriate.
- c) **Vehicle Type:** "What type of vehicle have you for the assessment?" Ensure category of vehicle is correct.

Suspected Impersonation

On no account should Assessors accuse anyone of being an imposter. However, on no account should an assessment take place where reasonable doubt exists regarding the identity of the candidate. Assessors should take reasonable steps to establish the identity/entitlement.

Candidate Declaration

- Where required, the Assessor should present the declaration form to the candidate and indicate the statement relating to the condition of the vehicle, insurance cover, and exemption under the Road Traffic legislation (if appropriate), saying - **"Would you please read this statement and if you're satisfied it is in order, sign it and date it?"**
- The Assessor should be satisfied regarding the insurance status of the vehicle presented for assessment by ensuring that the assessment candidate signs the declaration confirming that he/she is properly insured to drive the vehicle where required.
- The candidate should be asked to confirm that all equipment being carried on the vehicle is secure and that there is no risk of any of the ancillary equipment falling off or becoming loose during the Assessment drive.
- Where a candidate has difficulty in reading the statement, the Assessor should read it aloud, and indicate the relevant passage. If the candidate refuses to sign the declaration form, the Assessor should inform the candidate that the assessment cannot be conducted and advise the candidate to reapply. A **Non-Conducted driving assessment Report** sheet should be completed and issued.

Interpreter

A candidate may be accompanied by a sign language interpreter if they have speech/hearing difficulties. This interpreter may not be an ESDS Trainer and will only be permitted to accompany the candidate at the beginning and end of the test, they will not be permitted to accompany the practical driving aspect.

Hand signals may be asked at the desk. Before proceeding with the practical assessment, the Assessor should demonstrate the signals to the interpreter which will be used to indicate e.g. slow down and stop, turn left, or right, turnabout, reverse, etc., and ensure that the candidate clearly understands them.

Technical Checks and Pre-Start routine should be completed at the vehicle before the practical assessment commences. The interpreter/signer should be involved, if necessary. The interpreter/signer may also be involved, if available, when the result is being issued at the end of the assessment. No other person is allowed to accompany the candidate on assessment.

Assessment Terminated/Not Conducted

Where an assessment is terminated and a result is not issued, a **Non-Conducted driving assessment Report** sheet should be completed and issued.

Where a candidate requests that an assessment should be curtailed, the assessment should be curtailed and a result should not be issued, regardless of how many faults have been accumulated. A **Non-Conducted driving assessment Report** should be completed and issued.

Collision on Assessment

Any collision on assessment will be recorded on the **Non-Conducted driving assessment Report** form by the Assessor. Any organisation specific requirements for both the candidate and the Assessor must also be adhered to.

Official Accompanying Assessor

The Assessor should tell the candidate “We will be accompanied on the assessment by [insert official], who will take no part in conducting the assessment.” Where a candidate refuses to allow an accompanying officer on the assessment, then the assessment may be abandoned and the candidate is to be given a **Non-Conducted driving assessment Report** sheet.

At the Vehicle

The Assessor checks if required:

- a) That the NCT/CVRT disc is in order.
- b) The vehicle registration number and record it on the ESDS Assessment Sheet.
- c) Where the vehicle has automatic transmission this will be noted.
- d) That the vehicle is representative emergency service vehicle for the required category.
- e) Health & Safety requirements and related procedure. The Assessor may make relevant enquiries as to the safety and security of any ancillary equipment or trailers attached to the vehicle.
- f) The brake lights and indicators should be checked to ensure that they are functioning properly. When checking the brake lights and indicators, the candidate should be asked to ensure that the ignition is turned fully to the ‘on’ position.
- g) Where ignition warning lights do not come on when the ignition is switched on, it is not in order to proceed with the assessment. Where a warning light does come on, and stays on after the engine has been started the assessment will not proceed.
- h) Technical Checks: The candidate should be asked to explain how he/she would perform a check on any 5 of the following, selected at random by the Assessor:
 - (i) the tyres
 - (ii) the lights (blue lights and sirens where appropriate)
 - (iii) the reflectors
 - (iv) the indicators
 - (v) the engine oil
 - (vi) the coolant
 - (vii) the windscreen washer

- (viii) the steering
- (ix) the brakes
- (x) the horn

In the case of (v), (vi), or (vii) above being selected, the bonnet will have to be opened and closed again securely, by the candidate. The P.A.S. fluid and the brake fluid may also be checked in this manner, if desired.

Insurance Discs

Vehicles owned by State Authorities, e.g. Government Departments and the Prison Service, vehicles in category W, and all vehicles owned by or in the custody of Bus Eireann, Bus Atha Cliath, the Commissioners of Public Works, National Ambulance Service and Iarnrod Eireann, are not required to have an Insurance Disc on display. All other vehicles should have a valid Insurance Disc displayed. The Disc should contain the registration number of the vehicle, or the name of a fleet owner. Disc details must be legible. Chassis numbers are not acceptable.

Route Criteria

Route distance and duration

The length of the assessment and the distance travelled must be sufficient to assess the skills and behaviour relevant to ESDS Levels 1-3. The minimum time/distance and assessment criteria below must be adhered to.

Min. Distance & Time Slot	ESDS - L1	ESDS - L2	ESDS - L3	ESDS - L2 & L3 (combination)
Distance	32km	30km	25km	50k
Category 'B'	1.5 Hours	2 hours	1 hour	2 hours
All other Categories	2 hours	2 hours	1 hour	2 hours

Route criteria for assessments

All ESDS Assessment routes will be subject to approval. Wherever practicable, the part of the test to assess behaviour in traffic should be conducted on roads outside built-up areas, national roads, regional roads, motorways (or similar), as well as on all kinds of urban streets (residential areas, 30 and 50 km/h areas, urban dual carriage ways) which should represent the various types of challenges likely to be encountered by drivers. It is also desirable for the test to take place in various traffic density conditions.

The time spent driving on the road should be used in an optimal way to assess the applicant in all the various traffic areas that can be encountered, with a special emphasis on changing between these areas.

Road features such as one-way streets, roundabouts, dual-carriageways, motorways, pedestrian crossings, box junctions, bus lanes, bends, hills, traffic lights, railway crossing etc will be included where available.

Sections of the route will facilitate driving up to the speed limit where other conditions do not hinder this.

Every effort will be made to ensure that routes for a particular Category and Level are reasonable consistent and similar in content and duration.

The following table outlines the minimum content requirements at each level of assessment for all categories of vehicles.

Content Criteria for ESDS Assessments

Skills and behaviours to be assessed	Category	Level 1	Level 2	Level 3
Right turn from a major road to a minor road	All	Min 2	Min 2	Min 2
Right turn from a minor road to a major road	All	Min 2	Min 2	Min 2
Left turn from a major road to a minor road	All	Min 2	Min 2	Min 2
Left turn from a minor road to a major road	All	Min 2	Min 2	Min 2
Busy roundabouts taking 1 st exit	All	2-3	1-6	1-6
Busy roundabouts taking 2 nd exit	All	2-3	1-6	1-6
Busy roundabouts taking 3 rd or 4 th exit	All	2-3	1-6	1-6
Right turn at set of traffic lights (Major Junction)	All	As encountered	As encountered	As encountered
Right reverse	All	1	1	x
Left reverse	All	1	1	x
Hill test	All	1	1	x
Turnabout (Cat B)	B	1	1	x
Emergency Stop	B	Optional	x	x
Drive through tunnel (where possible)	All	1	1	1
Parallel park	B	X	x	x
Reverse Park	All	1	1	1
Driving away: after parking	All	1	1	1
Driving away: after a stop in traffic	All	As encountered	As encountered	As encountered
Driving away: exiting a premises	All	1	1	As encountered
Driving on straight roads; passing oncoming vehicles including in confined spaces	All	As encountered	As encountered	As encountered
Driving round bends	All	As encountered	As encountered	As encountered
Changing lanes	All	As Encountered	As Encountered	As Encountered
Crossroads: approaching and crossing of intersections and junctions	All	As Encountered	As Encountered	As Encountered
Approach motorways or similar (if available): joining from the acceleration lane	All	1	1	1
Exit motorways or similar (if available): leaving on the deceleration lane	All	1	1	1
Overtaking other traffic (if possible)	All	As encountered	As encountered	As encountered

Skills and behaviours to be assessed	Category	Level 1	Level 2	Level 3
Driving alongside obstacles, e.g. parked cars	All	As encountered	As encountered	As encountered
Being overtaken by other traffic (if appropriate)	All	As encountered	As encountered	As encountered
Special road features (if available): railway level crossings	All	As encountered	As encountered	As encountered
Special road features (if available): pedestrian crossings/pelican crossings	All	As encountered	As encountered	As encountered
Special road features (if available): tram/bus stops	All	As encountered	As encountered	As encountered
Driving up/downhill on long slopes	All	As encountered	As encountered	As encountered
Mixture of speed limit zones 50, 60, 80, 100, and 120km/h (where possible)	All	As encountered	As encountered	As encountered

Practical part of the assessment

- The Assessor should speak directly to the candidate and outline how they will receive instructions/directions during the assessment.
- In giving directions the Assessor should turn towards the candidate where possible, and should always state “where” before “what”, e.g. “at the next junction turn right.”
- All directions should be delivered in good time, and in a manner which can be clearly understood by the candidate. Additional directions should be given where necessary, to avoid confusion.
- In the vehicle the candidate should be told to “Please carry out your pre-start routine and start up the engine”.
- Where any defect of the vehicle arises that may affect safety, consideration should be given to terminating the assessment and a **Non-Conducted driving assessment Report sheet** should be issued.
- Driving faults should be recorded discreetly (see Marking Guidelines).
- Route criteria must be adhered to and followed (except in exceptional circumstances).
- If a diversion is necessary e.g. due to road works, or Garda activity, return to the route as quickly as possible, and record particulars of the diversion, and the reason. This includes where a candidate inadvertently goes off the route.

Turnabout manoeuvre (Level 1 and Level 2)

- For the turnabout manoeuvre, the Assessor should say “I would like you to turn your vehicle around on the road to face the opposite way. You may go over and back more than once if necessary. You may start when you are ready.”
- On completion, tell the candidate to pull in and stop.

Reverse manoeuvre (left and right hand reverse required – Level 1 and Level 2)

- For the reverse manoeuvre, and where possible, the Assessor should stop the candidate before the junction and should say “This road on the left/right is the one I want you to reverse your vehicle into. Will you drive past it and stop on the left/right, and I will give you further directions. Reverse into this road on the left/right. You should continue reversing, while it is safe to do so, keeping reasonably close to the left/right. I’ll tell you when you have gone back far enough; you may start when you are ready”.
- The Assessor should be out of the vehicle for the reverse manoeuvre with all heavy vehicle assessments, and with the larger type category “B” vans, category BE and pickup trucks, without endangering themselves in any way.

Hand Signals (Level 1 and Level 2)

- At a safe location ask the candidate to lower the window in order to demonstrate hand signals.
- The demonstration should include the five hand signals from the ‘Rules Of The Road’.
- On completion, tell the candidate to readjust the window as they wish. Where the candidate’s window will not wind down, or in wet weather, hand signals may be demonstrated in the vehicle. This also applies to vehicles with left hand drive.

Hill Assessment (Level 1 and Level 2)

- Tell the candidate – “I want you to pull in and stop on the left/hill.”
- The candidate should be asked to secure the vehicle with the handbrake/parking brake only. If the handbrake/parking brake is seriously defective the assessment is terminated; return to the centre. A **Non-Conducted driving assessment Report** sheet should be completed and issued.

Parking

- Coming towards the end of the assessment say to the candidate – “We’re now coming towards the end of your assessment, please find a suitable place and park/please park in the designated space.”
- The candidate may be required to reverse or parallel park. The Assessor must remain in the vehicle until it has been parked except as may apply to larger vehicles.

End of the Assessment

- On completion of the practical driving assessment, tell the candidate “We have now completed the assessment. Thank you.”
- The Assessor will inform the candidate of the result of the assessment followed by the delivery of feedback and completion of the relevant documentation.

Dangerous Driving

Any unsafe driving during an assessment may warrant termination of the assessment and this should be recorded on the ESDS Assessment Sheet.

Decision on assessment

In the case of a 'pass' result:

The candidate should be informed that he/she has passed the assessment and that he/she will receive verbal feedback on some aspects of their assessment.

- Where the candidate declines the offer, the ESDS Assessment Sheet should then be issued.
- Where the candidate accepts the offer the Assessor should point out that the marking system is explained in the notes on the back of the ESDS Assessment Sheet.
- The Assessor should then deliver the FEEDBACK SESSION. The Assessor's body language should display a willingness to assist the Candidate in identifying the major driving faults that occurred during the assessment.
- The feedback should be based closely on the Marking Guidelines. The Assessor should refer to the fault(s) which was incurred, and where they occurred on the route. Where necessary, the candidate should be referred to the 'Rules of the Road', ESDS and relevant documents for specific assessment levels for further information
- The feedback should be specific and informative to the candidate.
- Note: Assessors should not make any comments or recommendation about ESDS Trainers.

In the case of a 'referral' result:

The Assessor should tell the candidate – "I am afraid/sorry that you have not been successful today/on this occasion. I will now give you feedback on your assessment."

- The Assessor should then deliver the FEEDBACK SESSION. The Assessor's body language should display a willingness to assist the Candidate in identifying the major driving faults that occurred during the assessment.
- The feedback should be based closely on the Marking Guidelines. The Assessor should refer to the fault(s) which was incurred, and where they occurred on the route. Where necessary, the candidate should be referred to the 'Rules of the Road', ESDS and relevant documents for specific assessment levels for further information
- Where the candidate declines the offer, the ESDS Assessment Sheet should then be issued.
- Where the candidate accepts the offer the Assessor should point out that the marking system is explained in the notes on the back of the ESDS Assessment Sheet.
- Show the ESDS Assessment Sheet to the candidate. Tell the candidate "The faults which occurred during the assessment are marked here and you should pay particular attention to them when preparing for another assessment, without neglecting other areas of your driving. As you can see, on this occasion it is mainly items, e.g. 3, 10, and 11, on the aspect's which are marked."
- The feedback should be specific and informative to the candidate.
- The candidate should be advised that the marking system is explained on the back of the ESDS Assessment Sheet, and should be referred to the 'Rules of the Road', ESDS and any relevant documents for specific assessment levels for further information.

- Where a candidate is unwilling to accept the feedback on the referral result, or disputes same the assessor should finish feedback aspect immediately. Such occurrence should be duly recorded on the Assessment Sheet. Candidate should be advised of the appeals procedure where appropriate.
- Assessors should not make any comment which may be misconstrued as being inappropriate.
- Assessors should record any serious/unusual incidents, events or comments etc. They should give a brief outline of the circumstances which gave rise to all disqualifying faults recorded and where on route they occurred. Assessors should record the facts only.
- Note: Assessors should not make any comments or recommendation about ESDS Trainers.

Assessment Outcome

Once a candidate has successfully completed their practical assessment the RSA will process their ESDS certification provided all other conditions for certification have been met, in the appropriate ESDS level and vehicle category.

Where a candidate undergoes a practical assessment in ESDS level 2 + 3 combined, the following applies:

Outcome 1: If the Driver completes all parts of the practical assessment for ESDS level 2 + 3 combined successfully, they will be issued with two separate certificates, an ESDS Level 2 certificate and an ESDS Level 3 certificate in the appropriate vehicle category.

Outcome 2: If the Driver passes the practical assessment in ESDS level 2 but is unsuccessful in the practical assessment in ESDS Level 3, they are given an ESDS Level 2 certificate and they will have to re-take ESDS level 3 practical assessment to receive the ESDS Level 3 certificate in the appropriate vehicle category.

Outcome 3: In a combined ESDS level 2 + 3 practical assessment, where the candidate is unsuccessful as ESDS level 2 they will not receive any certification and they will be Referred. They will have to re-sit both level 2 + 3 practical assessments again.

ESDS Certification is also subject to the Driver having successfully completed the relevant ESDS Theory Test(s) aspect.

In a combined ESDS level 2 + 3 practical assessment, where the candidate is unsuccessful at ESDS level 2 they will not receive any certification and they will be Referred. They will not undertake the Level 3 aspect of the combined assessment where they are unsuccessful at Level 2 on the day. In a combined Level 2+3 Assessment where a candidate is referred on the ESDS Level 2 Assessment the ESDS Assessor should also record a 'Referral' on the ESDS Level 3 Assessment sheet.

Specific Vehicle requirements

Category BE

- The trailer presented must adhere to the criteria on the representative vehicles chart.
- The Assessor should check the brake lights and indicators on both the drawing vehicle and trailer. Where there is no evidence of a braking system on the trailer, the assessment should not be conducted.
- For the reverse manoeuvre, (Level 1 and Level 2 assessments must include one left hand and one right hand reverse), the Assessor must leave the vehicle and take up a position where the candidate and the traffic situation can be observed to best effect.
- The Assessor must be satisfied that the trailer presented for Assessment meets the minimum real total mass requirement. Where the unladen weight is not shown on the trailer weight plate a weigh bridge docket in relation to the trailer showing the unladen weight specific to the trailer must be provided to the Assessor. Unladen trailers will only be accepted for assessment where it is proven that the unladen weight is at least 800kgs

Categories C1, C, D1, D, C1E, D1E, CE, DE

- **Reverse:** Level 1 and Level 2 assessments must include one left hand and one right hand reverse. The Assessor must leave the vehicle and take up a position where the candidate and the traffic situation can be observed to best effect. The Assessor should be aware of the proximity of other road users, and the candidates 'blind' spots, and should endeavour to warn either party of any danger if possible, without endangering themselves in any way. Where both reverses are being conducted at the same location the Assessor should be back in the cab for the short positioning exercise for the second reverse. However, discretion may be exercised in an off road, secure compound.
- **Transmission:** in the event that the vehicle can be driven in either conventional manual or automatic/semi-automatic mode, the candidate should be told that any driving mode other than conventional manual will be regarded as 'automatic' for assessment purposes, and that any certificate issued in those circumstances will be limited to automatic transmission. Assessors will be aware that many modern manual transmission systems may be electronically or hydraulically power assisted. In all cases, however, a clutch pedal must be used (including for moving off) and a gear lever must also be moved, in order for it to be regarded as conventional manual transmission. Where variations are fitted they should be demonstrated to the Assessor.
- **Laden:** if the vehicle is loaded, asks the candidate to confirm that the load is safely secured.







Categories D, D1, DE, D1E





The assessment must also include a demonstration by the candidate of how to operate the main power switch, if fitted, and one of the following, selected at random by the Assessor:


- a) How to open the door manually (in the event of the powered system failing).
- b) How to operate the emergency exit (where fitted).
- c) How to lock the vehicles doors.
- d) How to operate the fuel shut-off device (where fitted).
- e) Show the location of the First aid kit, or the fire extinguisher.

REPRESENTATIVE VEHICLES FOR ESDS PRACTICAL ASSESSMENT

Level 3 assessment vehicles must be fitted with emergency warning equipment and organisational livery.

Vehicle Category	Representative vehicle
B 	<p>Four wheeled vehicles (e.g. cars/light vans), having a design gross vehicle weight not exceeding 3,500 kg. with passenger accommodation for not more than 8 persons and capable of a speed of at least 100km/h. The vehicle should be minimum of 'C segment /Small Family Car 1'. The Vehicle must be fitted with an interior mirror and two exterior mirrors, one on the right and one on the left. In the case of van an interior mirror is only required if fitted at manufacture. Mirrors must be so fitted as to enable the driver to obtain an adequate view of traffic to the rear and on both sides. 1 e.g. Ford Focus, VW Golf (cars, station wagons, pickups).</p>
BE 	<p>A combination, made up of an ESDS Category B assessment vehicle which should be either (a) a length of at least 4.25 metres, or (b) a 4 wheel drive vehicle, and a trailer with a design gross vehicle weight of at least 1,400kg. but not exceeding 3,500 kg., capable of a speed of at least 100km/h, which does not fall within Category B. The cargo compartment of the trailer must consist of a permanent, closed box body which is at least as wide and as high as the motor vehicle, except where the trailer is specific to emergency service operational requirements, and have a length of at least 2.4 metres. The trailer body may also be slightly less wide than the motor vehicle, provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle. The trailer must be presented with a real total mass (the actual weight of the trailer including any load if necessary.) of at least 800 kg., having due regard for safety, stability, manufacturer's guidelines and legal limits of the combination. The drawing vehicle requires two external mirrors, one on the right and one on the left so fitted as to enable the driver to obtain an adequate view of traffic to the rear and on both sides.</p>
C 	<p>Vehicles (rigid trucks /large vans) with passenger accommodation for not more than 8 persons, a design gross vehicle weight of at least 12,000 kg., a length of at least 7 metres, a width of at least 2.2 metres, capable of a speed of at least 80 km/h. The vehicle must be fitted with anti-lock brakes, be equipped with a gearbox having at least six (6) forward ratios and recording equipment (tachograph) where applicable. Cyclops mirror must be fitted where required. The cargo compartment/body shall consist of a permanently mounted cube shaped closed box body, which is at least as wide and as high as the cab, except where the vehicle is purpose built for emergency service operational requirements. The cargo compartment/body must be such that the view to the rear is only possible by use of the external rear view mirrors of the motor vehicle. The vehicle must be presented with a real total mass (the actual weight of the vehicle including any load if the necessary) of at least 10,000 kg., having due regard for safety, stability, manufacturer's guidelines and legal limits. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
C1 	<p>Vehicles (larger vans/light trucks) with passenger accommodation for not more than 8 persons, a design gross vehicle weight of greater than 3500kg., but not more than 7,500 kg., a length of at least 5 metres and capable of a speed of at least 80km/h. The vehicle must be fitted with anti-lock brakes and recording equipment (tachograph) where applicable. The cargo compartment/body shall consist of a permanently mounted cube shaped closed box body, which is at least as wide and as high as the cab, except where the vehicle is purpose built for emergency service operational requirements. The cargo compartment/body must be such that the view to the rear is only possible by use of the external rear view mirrors of the motor vehicle. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
D 	<p>Vehicles (buses) having passenger accommodation for more than 16 persons, a length of at least 10 metres, a width of at least 2.4 metres and capable of a speed of at least 80km/h. The vehicle must be fitted with anti-lock brakes and recording equipment (tachograph) where applicable. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
D1 	<p>Vehicles (minibuses) having passenger accommodation for more than 8 persons, but not more than 16 persons, a design gross vehicle weight of greater than 3500 kg., a length of at least 5 metres and capable of a speed of at least 80km/h. The vehicle must be fitted with anti-lock brakes, and recording equipment (tachograph) where applicable. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>

Vehicle Category	Representative vehicle
CE 	<p>Either (a) an articulated vehicle, or (b) a combination of an ESDS Category C assessment vehicle and a trailer of at least 7.5 metres in length. Both the articulated vehicle and the combination must have passenger accommodation for not more than 8 persons, at least 4 axles, a design gross vehicle weight of at least 20,000 kg., a length of at least 14 metres, a width of at least 2.2 metres and be capable of a speed of at least 80 km/h. The vehicle must be fitted with anti-lock brakes, be equipped with a gearbox having at least six (6) forward ratios, and recording equipment (tachograph) where applicable. A Cyclops mirror must be fitted where required. The cargo compartment/body shall consist of a permanently mounted cube shaped closed box body which is at least as wide and as high as the cab, except where the vehicle/trailer is purpose built for emergency service operational requirements. The cargo compartment/body must be such that the view to the rear is only possible by use of the external rear view mirrors of the motor vehicle. The articulated vehicle or the combination must be presented with a real total mass (the actual weight of the vehicle including any load if necessary) of at least 15,000 kg., having due regard for safety, stability, manufacturer's guidelines and legal limits of the combination. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
C1E 	<p>A combination made up of an ESDS Category C1 assessment vehicle, and a trailer with a design gross vehicle weight of at least 2,000kg. The combination must be at least 8 metres in length, and must be capable of a speed of at least 80km/h. The combination must have a design gross vehicle weight of not more than 12,000 kg., and the gross vehicle weight of the trailer must not exceed the unladen weight of the drawing vehicle. The cargo compartment/body of the trailer must consist of a permanent, closed box body which is at least as wide and as high as the cab, except where the trailer is purpose built for emergency service operational requirements, and have a length of at least 2.4 metres. The closed box body may also be slightly less wide than the cab, provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle. The trailer must be presented with a real total mass (the actual weight of the trailer including any load if necessary) of at least 800kg., having due regard for safety, stability, manufacturer's guidelines and legal limits of the combination. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
DE 	<p>A combination made up of an ESDS Category D assessment vehicle, and a trailer with a design gross vehicle weight of at least 1,400 kg., capable of a speed of at least 80km/h. The cargo compartment /body of the trailer must consist of a permanent, closed box body except where the trailer is purpose built for emergency service operational requirements, which is at least 2 metres wide, 2 metres high, and has a length of at least 2.4 metres. The trailer must be presented with a real total mass (the actual weight of the trailer including any load if necessary) of at least 800 kg., having due regard for safety, stability, manufacturer's guidelines and legal limits of the combination. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
D1E 	<p>A combination made up of an ESDS Category D1 an assessment vehicle, and a trailer with a design gross vehicle weight of at least 1,400kg., capable of a speed of at least 80km/h. The cargo compartment/body of the trailer must consist of a permanent, closed box body except where the trailer is purpose built for emergency service operational requirements, which is at least 2 metres wide, 2 metres high, and have a length of at least 2.4 metres. The combination must have a gross vehicle weight of not more than 12,000 kg., and the gross vehicle weight of the trailer must not exceed the unladen weight of the drawing vehicle. The trailer must be presented with a real total mass (the actual weight of the trailer including any load if necessary) of at least 800 kg., having due regard for safety, stability, manufacturer's guidelines and legal limits of the combination. The vehicle must be fitted with external mirrors, on the right and on the left, so as to ensure the driver can obtain an adequate view of traffic to the rear and on both sides.</p>
W 	<p>Works Vehicles and Land Tractors.</p>



Marking Guidelines For ESDS assessments

Marking Guidelines – General

Introduction

The aims of these marking guidelines are to:

- Assist Assessors to reach an accurate and fair decision about candidates' faults.
- Ensure consistency of driving standards across all ESDS assessments.

These marking guidelines are designed to assist Assessors in deciding when and where a particular driving fault should be recorded on the ESDS Assessment Sheet. They should be read in conjunction with the Driving Faults - level specific, relating to the severity of driving faults.

The Guidelines do not purport to cover every possible situation which can arise, and they may be added to, or amended from time to time. Assessors will be informed of this when it arises.

- With certain exceptions, driving faults are not 'double marked', and where 2 (or more) faults suggest themselves, it is usually the fault which conveys the most pertinent information to the candidate which is recorded.
 - An example of the above would be where a candidate e.g. hits a kerb while making a left turn. A fault may be recorded here for 'Position turning Left', and not for 'Steering' in this case.
 - Another example would be where a candidate attempts to move away at a junction in 3rd gear and the vehicle stalls in the middle of the junction, causing other vehicles to slow or stop. A fault may be recorded for 'Gears' in this case, and not for 'Right of way'.
- Where a candidate inadvertently goes off the route, or misses a turn, a fault should not be recorded when it is done safely. However, any fault which occurs subsequently should be recorded. The location of where faults are recorded on the ESDS Assessment Sheet is generally governed by the most recent direction which the Assessor has issued to the candidate. Exceptions apply where early directions have been given to the candidate, e.g. where a lane change is required prior to making a right turn, or on the approach to a roundabout.

The necessity for Assessors to give clear and unambiguous directions to candidates in good time on all occasions is emphasised.

- Where a fault is inadvertently recorded in the wrong location on the ESDS Assessment Sheet, it should be cancelled neatly, leaving space for later use, if necessary. Where 2 or more such incidents occur, a fresh sheet should be completed. The original spoiled sheet should be cancelled and attached to the file.
- Assessors should refer the candidate to the faults which have been recorded on the ESDS Assessment Sheet and which contributed to the test result.

Assessment Drive ESDS Level 1-3

The assessment will assess every candidate against the standards set down in ESDS Levels 1-3 as appropriate in the following areas:

Preparation:

Candidates will be assessed in the following preparatory items

- Pre-start routine:

The candidate is required to check that:

- Hand/parking brake on
- Doors are closed
- The seat is adjusted to suit accessibility of foot and hand controls
- Mirrors are properly adjusted
- The seat belt is on.

Content:

The following skills, behaviours, and specific manoeuvres will be assessed.

- Controlling the vehicle.
- Taking proper observations.
- Proper use of rear view mirrors.
- Proper use of lights.
- Proper use of accelerator, clutch, brakes & gearbox.
- Proper use of steering.
- Proper control of the vehicle under different situations, at different speeds always displaying steadiness on the road.
- Economical driving, maintaining reasonable progress and avoiding unwarranted hesitancy.
- Correct position on the road, in lanes, at roundabouts, bends, following and passing traffic, pedestrians stationary vehicles etc.
- Yielding right of way as appropriate.
- Driving at the correct speed.
- Comply and obey all traffic controls, including traffic lights, road signs, road markings, etc. (except where availing of exemptions – Level 3).
- Give signals, correctly, properly timed and take appropriate action with regard to all signals made by other road users.

Specific Manoeuvres:

Candidates will be assessed in the following manoeuvres (where appropriate):

- Right and Left Hand Reverses.
- Turnabout.
- Hill Start.
- Emergency Stop.
- Parallel Parking.
- Reverse parking into a parking bay.

Behaviour in Traffic:

Candidates must perform the following actions in normal traffic situations, in complete safety, taking all precautions and reacting appropriately to all situations.

- Driving away: after parking, after a stop in traffic.
- Driving on the straight, passing oncoming vehicles, including in confined spaces.
- Driving round bends.
- Crossroads: approaching and crossing intersections and junctions.
- Changing direction: left and right turns and changing lanes.
- Approach/Exit motorways or dual carriageways, joining from the acceleration lane, leaving on the deceleration lane.
- Overtaking/Passing: overtaking other traffic (if possible), being overtaken by other traffic (if appropriate) and driving alongside obstacles.
- Include driving to include special feature such as, roundabouts, railway crossings, bus/tram stops, pedestrian crossings, tunnels, driving up-/downhill.

During the assessment the Assessor should pay special attention to whether the candidate is showing a defensive and social driving behaviour. This should reflect the Emergency Services Driving Standards and the Assessor should take this into account in the overall assessment. It includes adapted and safe driving, taking into account road and weather conditions, other traffic and traffic controls, the interest of other road users (particularly the vulnerable), anticipation and reaction.

Grading of Faults

The correct standard of fault assessment and recording must be understood and applied by every Assessor in accordance with the following standard.

Faults are marked against a sliding scale of 0 – 100. The colour scheme blue and pink are used to grade the seriousness of the fault- technical or disqualifying. A mark between 11 – 65 will be recorded on the Driving Assessment Sheet as a Technical Fault (in blue) while a mark between 66 – 100 will be recorded as a Disqualifying fault (in pink).

Marking of faults on the ESDS Assessment Sheet

Faults identified during the driving assessment are ‘marked’ and recorded as follows on the ESDS Assessment Sheet.

Score on Scale	Grade	Area marked on ESDS Assessment Sheet
0 – 10	Negligible Fault	Not Recorded.
11 – 65	Technical Fault	Marked in Blue area.
66 – 100	Disqualifying Fault	Marked in Pink area; indicate potentially dangerous/ dangerous faults.

The standards outlined form the basis of the decision about the fault. There are however a number of factors that Assessors need to consider before reaching their final decision about a fault. The evaluation of a candidate’s ability to drive is made by taking direct observation of the candidates driving and assessing this against the set of standards outlined in this document. They are assessing the candidates driving competence based on his/her ability to make safe decisions and control the vehicle under various conditions. It is important to remember that all faults are equal in the Assessment i.e. the severity of the fault is the same irrespective of when it occurs.

Assessors will use their training and experience to assist them in deciding firstly what importance to attach to an individual fault, and thereafter whether or not it should be recorded. Of course, it may be that an Assessor will assess an individual error to be of such a slight nature that a fault will not be recorded, i.e. 0-10 on the scale.

ESDS Level 1 - Marking Guidelines

1. Pre-start routine

The Pre-start routine should comprise of the following checks:

- Hand/parking brake on
- Doors are closed
- The seat is adjusted to suit accessibility of foot and hand controls
- Mirrors are properly adjusted
- The seat belt is on.

2. Technical Checks (all categories)

Should comprise of checks on the following items: tyres, lights (blue lights and sirens where appropriate), reflectors, indicators, engine oil, coolant, windscreen washer, steering, brakes and horn.

3. Position – Position vehicle correctly and in good time

Position on the straight/on bends

Having regard to the width of the road, a candidate should normally drive reasonably close to the left hand side of the road, i.e. approximately midway between the central dividing line and the left hand kerb, or a fault may be recorded for 'Position on the Straight', or on a 'Bend', as the case may be.

Examples of 'Position' faults include:

- a) Where a candidate drives for a distance in an incorrect position on the straight or on a bend, a fault may be recorded for 'Position on the Straight' or on the 'Bend' as the case may be.
- b) Where a candidate unnecessarily crosses a central continuous white line which is clearly visible, a fault may be recorded for 'Road Markings' only. A 'Position' fault should not be recorded in this case.
- c) Where a candidate weaves in and out unnecessarily around intermittently parked vehicles, a fault may be recorded for 'Position on the Straight' (See also 'React').
- d) Where traffic lanes, including a 'hard shoulder' are provided and a candidate drives for a distance in an incorrect lane for the direction which is to be followed, a fault may be recorded for 'Position on the Straight'. Where a candidate drives for a distance on, or straddles a hard shoulder in order to allow faster/obstructed traffic to overtake a fault should not be recorded.
- e) Where traffic lanes, including a 'hard shoulder' are provided and an applicant drives too close to either side a fault may be recorded for position on the straight.

Position in traffic lanes

Where traffic lanes are provided and a candidate straddles the lanes unnecessarily for a distance, a fault may be recorded for 'Position in Traffic Lanes' (not for 'Position on the Straight', or for 'Road Markings', in this case).

Candidates of heavy vehicles in particular may have to adjust their position on the road to suit the circumstances, and this is acceptable provided it is done safely and in full knowledge of the position of the vehicle.

Position at cross junctions

A candidate who intends to go straight ahead at a cross junction should normally be as close as is feasible to the left hand side, or a fault may be recorded for 'Position at Cross Junctions'. However, where lanes are provided and road markings permit a centre, or outside, lane to be used, this is acceptable. The situation on the far side of the junction should be taken into account.

Only one 'Position' fault may be recorded for each complete manoeuvre, i.e., faults should not be double marked for 'Road Markings' in this case.

Position at roundabouts

Where a candidate intends to take any exit in the 6 o'clock to 12 o'clock position, subject to road markings, the approach should normally be in the left hand lane.

The approach should normally be in the right hand lane for any exit after the 12 o'clock position, or a fault may be recorded for 'Position at Roundabouts'.

However, where road markings are provided and they require a candidate to use a different approach lane from the above, the candidate should use the 'marked' approach lane, or a fault may be recorded for 'Position at Roundabouts' (not for 'Road Markings' in this case.)

A candidate should have reasonable time and opportunity to see any road markings.

A fault may also be recorded where a candidate hits or mounts a kerb unnecessarily.

Where there is only one approach lane and having regard to the width of the road a fault should generally not be recorded regardless of the intended direction. Heavy vehicles may require additional road space where necessary. Candidates should normally follow their entry lane around the roundabout until they pass the exit before the one which they intend to take, where they should switch to the left hand lane and proceed to their intended exit.

Candidates should normally exit in the left hand lane if it is clear.

Only one 'Position' fault should be recorded for each complete manoeuvre.

Position turning right

Where a candidate intends to turn right at a junction, the approach should normally be just to the left of the central dividing line of the road, (or where the line should be).

The turn should be made around the centre point of the road which is being entered, or a fault may be recorded for 'Position turning Right'. The correct approach position should be adopted in good time. Where a specific right turn lane is provided, it should be used. Heavy vehicles may require additional space to manoeuvre.

Examples of incorrect 'Position Turning Right' faults include:

- a) 'Cutting' the turn, i.e., turning too soon before the normal turning point.
- b) 'Swan-necking', i.e., going too far past the normal turning point.
- c) Turning from the left hand side of the road/lane.
- d) Turning from an incorrect lane.
- e) Making a 'square' right turn at a 'T' -junction.
- f) Hitting or mounting a kerb unnecessarily.

A candidate may turn nearside to nearside, or offside to offside of oncoming traffic which is also turning right (as appropriate to the layout of the junction).

Where 2 right turn lanes are provided, either may be used depending on the direction to be followed subsequently. Early directions are normally required.

Where a candidate intends to turn right from a one -way street, the approach should be as close to the right hand side as is feasible.

Where a candidate, for example, 'cuts' a right turn a fault should not be recorded for 'Road Markings'. Where chevron markings are provided and a candidate encroaches on them, a fault is generally not recorded for 'Position turning Right', provided it is done safely. Where a candidate avoids the chevrons, (or where there are no chevrons), and therefore must make a distinct lane change before the right turn, a fault may be recorded for 'Observation Changing Lane' or 'Mirrors Changing Lane' as appropriate, and not for 'Observation Turning Right' in this case.

Where double ended chevrons are provided and a candidate encroaches on the oncoming lane, a fault may be recorded for 'Road Markings', and not for 'Position Turning Right' in this case.

Where an applicant turns right into a 2 lane road, they should aim to get into the left hand lane. However, if they turn into the right hand lane initially and then move into the left lane, it is acceptable and no fault is recorded for 'Position turning Right'. (See 'Position on the Straight').

Where a candidate follows an incorrect course at a right hand turn, and breaches the road markings in the process, a fault should not be recorded for 'Road Markings'.

Only one 'Position' fault should be recorded for each complete manoeuvre.

Position turning left

The normal approach to a left turn should be as close as is feasible to the left hand side. This position should be maintained on the turn and on the exit from the turn, or a fault may be recorded for 'Position Turning Left'.

Examples of incorrect 'Position Turning Left' faults include:

- a) Hitting or mounting a kerb unnecessarily.
- b) Not using a 'filter' lane where one is provided (this does not include the non-use of a slip road).
- c) Where a candidate follows an incorrect course at a left hand turn, and breaches the road markings in the process, a fault should not be recorded for 'Road Markings'.

Where 2 left turn traffic lanes are provided, either lane may be used, depending on the direction to be followed subsequently. Heavy vehicles should normally take whatever space is needed on the approach, to enable them to complete the turn on the left hand side.

Only one 'Position' fault may be recorded for each complete manoeuvre.

Position stopping

A candidate should normally stop in a safe position, which does not inconvenience or delay other road users, or a fault may be recorded for 'Position Stopping'.

Examples of incorrect 'Position stopping' faults include:

- a) Stopping on, and blocking, a junction.
- b) Stopping too far out from a kerb.
- c) Stopping too close to the vehicle in front.
- d) Hitting or mounting a kerb while pulling in to stop.

Where a candidate stops close to a junction just before the reverse manoeuvre, a fault should not be recorded.

Position following

A candidate should normally leave a 'safe' distance between the vehicle being driven and the vehicle in front, or a fault may be recorded for 'Position Following'. The 'safe' distance is usually related to the speed of the vehicles at the time.

4. Observations – Take proper observation

A candidate should take proper observations as required before moving off, overtaking, changing lane, cross junctions, roundabouts, turning right, and turning left, or a fault may be recorded for 'Observations' as appropriate.

Examples of incorrect 'Observation' faults include:

- a) Not looking around when moving off.
- b) Where a candidate avoids the chevrons (or where there are no chevrons) and therefore must make a distinct lane change before a right turn, a fault may be recorded for Observation Changing lane or Mirrors Changing Lane as appropriate, and not observation Turning Right in this case.
- c) Not taking adequate observations before and while overtaking.
- d) Not taking adequate observations before and while changing lane to the left or right, or where lanes merge into one another.
- e) Not taking adequate observations when crossing junctions.

- f) Not taking adequate observations before and at roundabouts.
- g) Not taking adequate observations before and while turning right.
- h) Not taking adequate observations before and while turning left.
- i) Where a candidate turns right, (or is beckoned to turn right) in front of an oncoming vehicle, a check should be made of the 'inside' of the oncoming vehicle before completing the turn.
- j) Where a candidate turns right in front of an oncoming vehicle without checking the road directly ahead and does not see the vehicle. e.g. when forward vision is obscured.
- k) Where a candidate makes a severe 'swan-neck' while turning right, and does not take observations to the side before completing the turn.
- l) Not taking adequate observations when being the first vehicle to move off from traffic lights at a blind junction.
- m) Not taking adequate observations to the left when turning right, and in possession of a junction.
- n) Not taking adequate observations when driving out from a parking space.

Observation faults changing lane on a roundabout are recorded opposite 'Observations at Roundabouts' on the Assessment Sheet.

In some situations such as overtaking, changing lane in HGV or PCV vehicles observations may be taken by use of the mirrors, and this is acceptable where it is done competently and effectively.

In a case where a candidate does see another road user but deliberately impedes or restricts passage, a fault should be recorded for 'Right of Way' as appropriate and not for 'Observation' in this case.

5. React to Hazards – Anticipate hazards

A candidate should show awareness by reading the road and traffic situation ahead and reacting/anticipating in an appropriate manner or a fault may be recorded.

Examples of faults include:

- a) Where a candidate is driving towards parked vehicles on the left, and does not move out in good time to pass them.
- b) Where a candidate meets an oncoming vehicle which is in the process of overtaking, and the candidate does not slow or stop as necessary, to allow the oncoming vehicle to pass by.
- c) Where a candidate's vision is diverted down to the controls for an extended period.
- d) Where a candidate brakes hard on an amber light when the vehicle should properly have carried on.
- e) Where a candidate drives into, or causes, or contributes unnecessarily to a 'bottleneck'.
- f) Where a candidate intends to turn from a major road into a minor or narrow road, and obliges a vehicle which intends to emerge from that road to reverse out of the way.
- g) Where a candidate is in a line of overtaking vehicles, and follows through blindly.
- h) Where a candidate is approaching children who may be playing, or pedestrians, and does not show anticipation.
- i) Where a candidate is approaching animals and does not show anticipation.

- j) Where a candidate approaches traffic lights which have been green for some time, and does not show anticipation.
- k) Where a candidate makes exaggerated use of the mirror(s) which distracts from forward observation.
- l) Where a candidate makes exaggerated/unnecessary observations to the side or rear, which distracts from forward observation.
- m) Where a candidate is on a slip road, and intends to join a dual carriageway, and stops unnecessarily.
- n) Where a candidate splashes pedestrians with surface water.
- o) Where a candidate is turning right and misreads the intention of another oncoming road user who is also turning right, and causes unnecessary obstruction.
- p) Where a candidate stops suddenly when e.g. turning left onto a slip lane by misreading the main lights.
- q) Where a candidate has commenced to turn at traffic lights and stops unnecessarily when part way through, on seeing the red light for the other road.
- r) Where a candidate does not react correctly to speed ramps.

6. Mirrors – use properly, in good time and before signalling

A candidate should make proper use of mirror(s) before moving off, overtaking, changing lanes, roundabouts, turning right, turning left, slowing and stopping, or a fault may be recorded for 'Mirror(s)' as appropriate.

On Category 'B' car tests, faults which are incurred for not making proper use of the *external* mirror(s) are recorded as 'Observation' faults and not as 'Mirror' faults in this case. On van, car and trailer and HGV assessments, the faults are recorded as 'Mirror' faults.

The mirror(s) to be used should be clean, serviceable, and correctly adjusted.

The use of the mirror(s) should be correctly timed not too early or too late.

As mirror use is related to 'Observations', some driving situations can be covered by either option, and in these situations this is acceptable provided it is done correctly.

On long straight stretches of road, the mirror(s) should be used from time to time to provide a picture of following or overtaking traffic.

Additional use of mirror(s) is required on vehicles such as vans, trucks, buses and BE assessments when e.g. about to move off from the kerb, or changing lane.

In all cases, an Assessor must be certain that a candidate did not make proper use of the mirrors, before recording a mirror fault.

7. Clearance/overtake – Allow sufficient clearance

A candidate should allow sufficient clearance to pedestrians, cyclists, stationary vehicles, other traffic and other objects, or a fault may be recorded for 'Clearance' as appropriate.

In a congested situation, where it is necessary to pass quite closely, mirrors on vehicles may almost touch. Where vehicles are parked or stopped on a narrow road, a fault should not be recorded for 'Clearance', provided the candidate passes by slowly, safely, and in full knowledge of the position of the vehicle.

Examples of 'Clearance' faults include:

- a) Driving unnecessarily too close.
- b) Not allowing extra clearance to a cyclist or a pedestrian on a wet/windy day.

Examples of 'Overtake safely' faults include:

- a) Where a candidate cuts in too soon after overtaking.
- b) Where a candidate is approaching a junction and intends to turn left, and where another road user, e.g. a jogger or a cyclist up ahead is also approaching the junction.
- c) Where a candidate overtakes on the approach to a bend, on the approach to a junction, or a hill, or on a narrow road.
- d) Where a candidate allows excessive clearance.
- e) Overtaking on the left hand side when traffic is moving freely on a two or more lane carriageway for no apparent reason.
- f) Where applicant allows excessive clearance to a vehicle/object on left. However if applicant maintains this position a fault should be recorded for 'Position on the Straight' regardless of whether there are further vehicles/objects on the left.

8. Signals - Give correct signal in good time

A candidate should give a correct signal in good time before moving off, overtaking, changing lane, roundabouts, turning right, turning left, and stopping, or a fault may be recorded for 'Signals' as appropriate.

A 'Signal' fault may also be recorded where a candidate does not cancel a signal after use, or gives a misleading signal, or beckons to other road users.

A **misleading signal** to other road users is defined as **(a)** having a left hand signal on when turning right **(b)** having a right hand signal on when turning left, or **(c)** having a left hand signal on too soon when taking the second or subsequent exit at a roundabout.

A Misleading signal fault applies only when there is another road user to mislead.

9. Emergency stop (Cat B)

If required during the assessment, a candidate should stop the vehicle promptly, while keep the vehicle under control. A candidate should stop the car in a short distance without endangering other road users or a fault may be recorded for 'Emergency Stop' as appropriate.

10. Courtesy

A candidate should allow an oncoming vehicle to turn right e.g. in slow moving traffic, or allow a vehicle to emerge e.g. from private property, when in very slow moving traffic.

11. Alighting

Before alighting from the vehicle, the candidate should ensure that;

- the ignition is switched off; and
- necessary observations are taken before opening the door. It is also in order if the candidate engages a low gear.

12. Progress – Maintain reasonable progress and avoid undue hesitancy

A candidate should make reasonable progress moving off, on the straight, overtaking, at cross junctions, at roundabouts, turning right, turning left, changing lanes, and at traffic lights, or a fault may be recorded for 'Progress' as appropriate.

Examples of 'Progress' faults include:

- a) When a candidate intends to turn right and waits at a stop line when traffic lights are on green, and it is feasible to go forward towards the centre of the junction.
- b) Where a candidate waits at a stop line for a green arrow to come on when a full green light is showing.
- c) Where a candidate waits at a stop line for a full green light to come on when a green arrow or flashing amber arrow is showing for the direction to be taken.
- d) Where a candidate does not avail of an acceptable gap in traffic to proceed.
- e) Where a candidate stays too far back from the vehicle in front while driving along.
- f) Where a candidate stops too far back from the vehicle in front. (Not Position Stopping fault.)
- g) Where a candidate makes slow progress on the approach to a left or right turn, having been given a direction by the Assessor to make the turn.
- h) Where a candidate intends to go directly ahead at a Cross Junction which is controlled by traffic lights, a fault may be recorded for 'Progress at Traffic Lights' where the candidate does not proceed on a green light.
- i) Stopping 'short' at a junction for no good reason.

Further Examples of Progress at Traffic Lights Faults are:

1. Where an applicant stops behind line. The Full green light comes on and no acceptable gap appears. The Traffic Lights then go Red. The Green Arrow comes on – Applicant then makes the turn on the Green Arrow.

2. Applicant is the first car at the traffic lights and they stop behind line – Full Green Light comes on and no acceptable gap appears. The Traffic Lights then go Red and no Traffic Light arrows come on.
3. Applicant is the first car – They go out onto junction while the full Green Traffic Light is on. They miss (e.g.) three full opportunities to Turn Right. Traffic Lights go Red and the Green Arrow comes on – Applicant completes the turn on the Green Arrow.
4. Applicant is the first Car at the Lights which are on full Green and they wait behind line. Traffic Lights remain Green, eventually moves into junction and when a gap occurs the turn is completed.
5. Applicant stops behind the stop line when the Full Green Traffic light is on. Applicant stays behind line....no available gaps in traffic. The Green Arrow for right turn comes on with Full Green Light and applicant makes the turn.
6. The first car at the Traffic Lights move into junction to turn right. Applicant car stays behind line. (Sufficient room for him to move up). No available gaps in traffic. Traffic Lights to amber/red...Green Arrow comes on. Applicant follows first car on green arrow and completes turn.
7. Full Green Traffic Light and Green Arrow are on at traffic lights. First (e.g.) five cars at traffic lights complete turn on Green Arrow. Applicant stops behind line on full Green Light when Green Arrow goes out. Lights then change to red and applicant misses turn.
8. Applicant is the first car that arrives at junction with full Green Light and stops behind the line and waits for a gap in traffic and then completes the turn.
9. Applicant is the first car that arrives at junction with full Red Traffic Lights on and stops behind the line. Lights go Green and car stays behind line. Waits for a gap and completes his/her turn right.

13. Vehicle controls

A candidate should make proper use of the: accelerator, clutch, gears, footbrake, handbrake, steering, and secondary controls or a fault may be recorded for 'Vehicle Controls' as appropriate. The 'Technical Checks' should be demonstrated correctly, as should the coupling/uncoupling exercise, as required, or the appropriate fault should be recorded. Some controls require a degree of coordination and should be demonstrated smoothly by the candidate.

Examples of 'Vehicle Control' faults include:

- a) **Accelerator:** not applied properly or at the correct time, or excessive use for the conditions.
- b) **Clutch:** coasting, i.e. driving for a prolonged distance with the pedal pressed in or sharp engagements causing the vehicle to jerk unnecessarily, or resting the foot on the clutch pedal for prolonged periods causing it to slip, or attempting to change gears without using the clutch.
- c) **Gears:** selecting an incorrect gear, or coasting, i.e. driving for some distance in neutral, or driving for a prolonged distance in an incorrect gear.
- d) **Footbrake:** non application of the footbrake, unnecessarily sharp application or late application for the circumstances.

- e) **Handbrake:** not applied as appropriate on an incline, or during a prolonged stop in traffic, or being applied before the vehicle has come to a halt, or inadequate application, or attempting to drive while the handbrake is still engaged. Not applying the handbrake at the end of the assessment.
- f) **Steering:** having both hands off the steering at the same time, or steering unnecessarily with one hand for a prolonged distance or over steering \ under steering.
- g) **Secondary controls:** driving while condensation restricts visibility, or not using a secondary control as required. Secondary controls include temperature controls, fan, air vents, rear window heater, wipers, windscreen washer, light switches, air intake control, rear fog light and air conditioner if fitted.
- h) **Technical Checks:** lack of expertise, or inability to describe the various checks (all categories). Technical Checks include the tyres, the lights (blue lights and sirens where appropriate), the reflectors, the indicators, the engine oil, the coolant, the windscreen washer, the steering, the brakes, the horn.
- i) **Coupling/uncoupling:** lack of expertise or inability to uncouple/re couple the drawing vehicle to/from the trailer or semitrailer, or using an unsafe sequence.

14. Speed – Adjust speed to suit/on approach

A candidate should adjust speed to suit road conditions, traffic conditions, roundabouts, cross junctions, turning right, turning left, and on the approach to traffic controls, or a fault may be recorded for 'Speed' as appropriate. Candidates should comply with the speed limit.

15. Traffic controls

A candidate should comply with: traffic lights, road signs, road markings, pedestrian crossings, School Wardens, Gardaí, bus lanes, tram lanes and cycle lanes or a fault may be recorded for 'Traffic Controls' as appropriate.

Examples of 'Traffic Control' faults include:

- a) **Traffic Lights:** Not stopping for a red light as required, including where an Assessor has to offer advice (see also 'Progress'). This includes where a candidate drives past a red light onto an arrowed box, which is painted near the centre of the junction, and to be used by traffic which is turning right. However where traffic lights are out of action, or are stuck on 'red' at a junction, the Assessor, having given reasonable time to the candidate to assess the situation, should say to the candidate "**These lights appear to be out of order or faulty**". In an extreme case it may be necessary to divert temporarily from the route by e.g. turning left.
- b) **Traffic Signs:** In all cases, the candidate should have a reasonable opportunity to see the sign on the approach. Where a 'STOP' sign is set back a distance from a junction a candidate should stop at the stop line, (or where the line should normally be), but if the candidate stops at the sign, a fault should not be recorded. Where a candidate drives through a 'YIELD' sign at a junction, a fault may be recorded for 'Observation' or for 'Right-of-Way' as appropriate (not for Traffic Controls in this case).

Where a candidate does not comply with a Regulatory sign which was clearly visible on the approach, a fault should be recorded.

The candidate should be advised not to proceed e.g. through a 'No Entry' sign, or should be advised to proceed in the direction indicated by e.g. a compulsory 'left turn' sign. A fault should be recorded as appropriate. Where a candidate does not comply with a STOP/GO sign at road works, a fault may be recorded for 'Traffic Signs'.

- c) **Road Markings:** in all cases, the candidate should have a reasonable opportunity to see the road markings on the approach. Faded or worn markings mitigate any fault which may be incurred. Where confusing or inappropriate road markings are in situ, the Assessor should diplomatically advise the candidate on how to proceed. A fault should not be recorded in this case.

Examples of 'Road Marking' faults include:

1. Disregard for a Box Junction.
 2. Disregard for a continuous white line, but where a candidate is following behind a slow moving vehicle e.g. a tractor, a cyclist, or a refuse collection truck, and overtakes on a continuous white line a fault should not be recorded for 'Traffic Control'. Where the candidate does stay behind the slow vehicle because of the continuous white line, a fault should not be recorded for 'Progress'.
 3. Where traffic lanes are marked and a candidate straddles the lanes, a fault should not be recorded for 'Road Markings' (see position in traffic lanes). However where a continuous white line is marked on a bend and a candidate drives in an incorrect position, and also breaches the line unnecessarily, a fault may be recorded for 'Road Markings' only in this case.
 4. Where a candidate drives for a distance on, or straddles a hard shoulder in order to allow faster traffic to overtake a fault should not be recorded for 'Road Markings' (see 'Position on the Straight'.
 5. Where a candidate has a reasonable opportunity to comply with 'chevron' or 'hatch' markings but does not do so, a fault may be recorded for 'Road Markings'. Where double ended chevrons are provided and a candidate encroaches on the oncoming lane, a fault may be recorded for 'Road Markings'.
 6. Where a candidate follows an incorrect course at a right or left hand turn, and breaches the road markings in the process, a fault should not be recorded for 'Road Markings'.
 7. Where a candidate breaches 'No Entry' road markings, a fault should not be recorded for 'Road Markings', provided that the Regulatory Sign was clearly visible on the approach.
 8. Disregard for a stop line.
- d) **Pedestrian crossings:** All faults which are incurred at pedestrian crossings, or at Pelican crossings, including stopping on them, are recorded as 'Pedestrian Crossing' faults. However, faults which are incurred for not complying with Traffic Lights which control a junction, and which also incorporates a pedestrian crossing area, are recorded as 'Traffic Light' faults. Where a candidate does not proceed on a flashing amber light at a Pelican Crossing when the way is clear, a fault may be recorded for 'Pedestrian Crossings'.
- e) **School wardens:** If the candidate has not had reasonable time and opportunity to see the Warden(s), then no faults should be recorded.

Gardaí: In all cases, the candidate should have a reasonable opportunity and time to see the Garda.

- g) **Bus lanes:** Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road Markings'. Where a candidate encroaches unnecessarily for a distance on a bus lane, a fault may be recorded as appropriate, other than 'D1' and 'D' tests. A fault should not be recorded where a candidate does not drive in a bus lane during the relevant hours, including bus candidates.
- h) **Cycle lanes:** Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road Markings'.

16. Right of way – yield right of way as required

A candidate should yield the Right of Way as required while moving off, overtaking, changing lane, at junctions, at roundabouts, turning right and turning left, or a fault may be recorded for 'Right of Way' as appropriate.

In any situation where an apparent 'Yield Right of Way' fault is the result of inadequate or lack of appropriate Observations, a fault should be recorded for 'Observations', and not for 'Right of Way' in this case.

17. Reverse

A candidate should reverse the vehicle in a competent manner, taking direct observations where possible and allowing the right of way as required, or a fault may be recorded for 'Reverse' as appropriate. Having reversed around the corner, the candidate should continue reversing in a straight line for approximately 3 Car Lengths (for Cat B). Faults relevant to reversing which occur during the reverse manoeuvre should be recorded opposite 'Reverse' on the Assessment Sheet.

On the larger Category B vehicles, the Assessor should be outside the vehicle.

The manoeuvre should be completed before any fault is recorded; regardless of how many times a particular type of fault occurs on the reverse.

Examples of 'Reverse' faults include:

- a) Where a candidate obliges another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right of Way' (not both). This includes any other occasion where a candidate needs to reverse except parking.
- b) Where a manoeuvre is aborted/suspended by the candidate, e.g., for traffic reasons or vehicle off course, another attempt should be permitted unless the vehicle is seriously out of position.
- c) On Cat B and Cat BE direct observations are required. Direct observations at the reverse manoeuvre are defined as constant scanning of the road to the rear whilst moving in the rearward direction.
- d) In vans, HGVs etc where a candidate reverses using mirror(s) only, a fault may be recorded if e.g. effective use is not made of them, or if they are not angled correctly. The fault should be recorded opposite 'Observation' (Reverse).
- e) Where a candidate hits or mounts a kerb, or goes off course, or makes inadequate progress, or uses excessive speed, or does not make proper use of the controls during the reverse manoeuvre, a fault may be recorded opposite 'Competently'.

Notes:

- Where a candidate requests permission to clear the windows, it should be granted.
- In addition to observing the candidate, the Assessor should also observe the road and traffic situation at appropriate points during the manoeuvre.
- Use of video or audio devices whilst reversing is only acceptable, if used in addition to the required observation.

18. Turnabout – (Cat B Only)

A candidate should turn the vehicle around on the road in a competent manner, taking the best possible observations, and allowing the right of way as required, or a fault may be recorded for 'Turnabout' as appropriate. All faults which occur during the manoeuvre should be recorded opposite 'Turnabout'. The turnabout should be a normal manoeuvre, i.e. not starting off in reverse. The manoeuvre should be completed before any fault/s is/ are recorded. Only one fault may be recorded where necessary, opposite each heading, regardless of how many times a particular type of fault occurs on the turnabout.

Examples of 'Turnabout' faults include:

- a) Where a candidate hits or bumps a kerb, or makes inadequate progress, or uses excessive speed, or does not make proper use of the controls, a fault may be recorded opposite 'Competently'.
- b) A fault may be recorded where a candidate turns the steering wheel while the vehicle is stationary.
- c) Where a candidate obliges another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right of Way' (not both).

Notes:

- In addition to observing the candidate, the Assessor should also observe the road and traffic situation at appropriate points during the manoeuvre.
- Use of Video or Audio devices whilst reversing is acceptable if used in addition to the required observation.

19. Parking (at end of Assessment)

A candidate should be requested to park the vehicle competently. Legally, taking good observations and without interfering with other traffic or a fault may be recorded for 'Parking' Candidates should be requested to either REVERSE PARK or to perform a PARALLEL PARKING manoeuvre which ever situation/opportunity presents itself.

Automatic transmission

In general use of the left foot is acceptable for braking whilst manoeuvring in confined areas, if done competently.

Request for assistance

Where a candidate's field of vision is seriously obscured through no fault of the candidate, it is in order for the Assessor to give assistance.

ESDS Level 1 - Driving Faults

Aspect	Technical Fault	Disqualifying Fault
1. Pre-start routine	2 or more items not demonstrated or incorrectly demonstrated- a maximum of 1 technical fault will be recorded.	4 or more items not demonstrated or incorrectly demonstrated a disqualifying fault will be recorded.
2. Technical Checks	If 2 or 3 of the Technical Checks are not explained or incorrectly explained, a maximum of 1 technical fault will be recorded.	Failure to explain 4 Technical Checks satisfactorily will incur a Disqualifying Fault.
3. Position	Incorrect position on the straight, on bends, in traffic lanes, at cross junctions, at roundabouts, turning right, turning left, stopping, following traffic, more serious weaving.	Dangerous or potentially dangerous incorrect position on the straight, on bends, in traffic lanes, at cross junctions, at roundabouts, turning right, turning left, stopping, following traffic. Weaving dangerously.
4. Observations	Not taking proper observation.	Dangerous/potentially dangerous lack of observation.
5. React to/Anticipate Hazards	Not reacting properly to hazards. Not anticipating hazards early.	Failure to react to hazards. Failure to anticipate hazards.
6. Mirrors	Not using mirrors as and when required.	Dangerous/potentially dangerous lack of use of mirrors
7. Clearance	Allowing insufficient clearance to a pedestrian, cyclist, stationary vehicle, other traffic, or object.	Driving dangerously close to a pedestrian, cyclist, stationary vehicle, other traffic, or object.
8. Signals	Not giving correct signal in good time. Not cancelling a signal in good time. Beckoning to other road -users.	Beckoning dangerously to other road users.
	Misleading signal. Only applies where other road users are involved. 2 or 3 hand signals not correctly demonstrated.	Having a left signal on when turning right. Having a right signal on when turning left. Having a left signal on when approaching a roundabout and intending to take the 2nd or subsequent exit. 4 or more hand signals not properly demonstrated.
9. Emergency stop	Serious lack of: Competency	Dangerous lack of: Competency
10. Courtesy	Serious infringement.	Not applicable.
11. Alighting	Serious infringement.	Dangerous infringement.
12. Progress	Inadequate progress including at traffic lights. Causing obstruction.	Unnecessary delay or causing severe obstruction at traffic lights.

Aspect	Technical Fault	Disqualifying Fault
13. Vehicle controls	Serious misuse of primary controls during the practical test. Serious misuse of secondary controls during the practical test.	Dangerously incompetent use of primary controls during practical test. Dangerously incompetent use of secondary controls.
14. Speed	Excessive speed. Exceeding the speed limit.	Dangerously excessive speed. Wilful disregard of speed limit.
15. Traffic controls	Serious infringement.	Complete disregard, or where obstruction is caused in a bus, tram, or cycle lane.
16. Right of way	Not yielding Right of Way as required causing inconvenience.	Not yielding Right of Way causing danger. Overtaking in the face of oncoming traffic.
17. Reverse	Serious lack of: Competency (control, position, progress), observation, right of way.	Dangerous lack of: Competency (control, position, progress), observation, right of way.
18. Turnabout	Serious lack of: Competency (control, position, progress), observation, right of way.	Dangerous lack of: Competency (control, position, progress), observation, right of way.
19. Parking	Incorrect parking. Lack of observations while parking.	Parking in a dangerous position. Parking Illegally. Dangerous lack of observations while parking.

ESDS Level 1 Assessment Sheet



NAME: _____ ORGANISATION: _____ ID No: _____ CAT: _____
 DATE: _____ REG No: _____ CENTRE: _____ Manual/Automatic: _____ ROUTE No: _____

FAULTS	TECHNICAL	DISQ	FAULTS	TECHNICAL	DISQ
01. PRE-START ROUTINE			12. PROGRESS - MAINTAIN PROGRESS/UNDUE HESITANCY WHEN		
02. TECHNICAL CHECKS			MOVING OFF		
03. POSITION - POSITION VEHICLE CORRECTLY AND IN GOOD TIME			ON THE STRAIGHT		
ON THE STRAIGHT			OVERTAKING		
ON BENDS			CHANGING LANE		
IN TRAFFIC LANES			AT CROSS JUNCTIONS		
AT CROSS JUNCTIONS			AT ROUNDABOUTS		
AT ROUNDABOUTS			TURNING RIGHT		
TURNING RIGHT			TURNING LEFT		
TURNING LEFT			AT TRAFFIC LIGHTS		
STOPPING			13. VEHICLE CONTROL - MAKE PROPER USE OF		
FOLLOWING TRAFFIC			ACCELERATOR		
04. OBSERVATION - TAKE PROPER OBSERVATION			CLUTCH		
MOVING OFF			GEARS		
MOVING OFF IN TRAFFIC			FOOTBRAKE		
OVERTAKING			HANDBRAKE/PARKING BRAKE		
CHANGING LANE			STEERING		
CROSSING JUNCTIONS			SECONDARY CONTROLS		
AT ROUNDABOUTS			COUPLING/UNCOUPLING		
TURNING RIGHT			14. SPEED - ADJUST SPEED TO SUIT/ON APPROACH		
TURNING LEFT			ROAD CONDITIONS		
05. REACT/ANTICIPATE PROMPTLY AND PROPERLY TO HAZARDS			TRAFFIC CONDITIONS		
REACTION/ANTICIPATION			AT ROUNDABOUTS		
06. MIRRORS - USE PROPERLY, IN GOOD TIME AND BEFORE SIGNALLING			CROSSING JUNCTIONS		
MOVING OFF			TURNING RIGHT		
MOVING OFF IN TRAFFIC			TURNING LEFT		
ON THE STRAIGHT			TRAFFIC CONTROLS		
OVERTAKING			15. TRAFFIC CONTROLS - COMPLY WITH		
CHANGING LANE			TRAFFIC LIGHTS		
AT ROUNDABOUTS			TRAFFIC SIGNS		
TURNING RIGHT			ROAD MARKINGS		
TURNING LEFT			PEDESTRIAN CROSSING		
SLOWING/STOPPING			GARDA/SCHOOL WARDEN		
07. CLEARANCE/OVERTAKE - ALLOW SUFFICIENT CLEARANCE TO			BUS LANES		
PEDESTRIANS			CYCLE LANES		
CYCLISTS			SPEED LIMIT		
STATIONARY VEHICLES			16. RIGHT OF WAY - YIELD RIGHT OF WAY AS REQUIRED		
OTHER TRAFFIC			MOVING OFF		
OTHER OBJECTS			OVERTAKING		
OVERTAKE SAFELY			CHANGING LANE		
08. SIGNALS - GIVE CORRECT SIGNAL IN GOOD TIME			CROSSING JUNCTIONS		
MOVING OFF			AT ROUNDABOUTS		
OVERTAKING			TURNING RIGHT		
CHANGING LANE			TURNING LEFT		
AT ROUNDABOUTS			17. REVERSE		
TURNING RIGHT			COMPETENTLY		
TURNING LEFT			OBSERVATION		
STOPPING			RIGHT OF WAY		
CANCEL PROMPTLY			18. TURNABOUT - (CAT B ONLY)		
HAND SIGNALS			COMPETENTLY		
BECKONING OTHERS			OBSERVATION		
MISLEADING			RIGHT OF WAY		
09. EMERGENCY STOP - (CAT B)			19. PARKING - PARALLEL PARKING		
COMPETENTLY			COMPETENTLY		
10. COURTESY			OBSERVATION		
11. ALIGHTING			LEGALLY		
			RIGHT OF WAY		

ASSESSOR _____
 ASSESSOR SIGNATURE _____

PASS

REFERRAL

Emergency Services Driving

Level 1 Assessment

1. Passed your Assessment

Congratulations

2. Referral of your Assessment

Referral of this assessment arises where you incur any of the following:

- 1 or more disqualifying faults.
- 4 or more technical faults under a heading e.g. 04 OBSERVATION.
- 3 or more technical faults for a single aspect e.g. OBSERVATION MOVING OFF
- A total of 7 or more technical faults overall.

3. Grading of faults

Faults are graded as follows:

- **Technical fault** (blue area) is where a technical error has been made that did not involve either potential or actual danger.
- **Disqualifying fault** (pink area) is where a fault occurred of such importance that it was deemed to have been either potentially dangerous, dangerous or was a case of total disregard for a traffic control.

4. Other Faults

Technical Checks

If 2 or 3 items of the Technical Checks are not explained or incorrectly explained, a maximum of 1 technical fault will be recorded. Failure to explain 4 Technical Checks satisfactorily will incur a disqualifying fault.

Hand Signals

If a candidate fails to demonstrate 2 or 3 Hand Signals correctly s/he will incur a technical fault. If a candidate fails to demonstrate 4 or more Hand Signals correctly s/he will incur a disqualifying fault.

Pre-Start Routine

If a candidate is unable to properly demonstrate 2 or 3 Pre-Start Routine checks then a technical fault will result. Failure to demonstrate 4 Pre-Start Routine checks correctly will incur a disqualifying fault.

Notes

The list of technical checks that you may be asked to carry out are as follows:

Tyres, lights, indicators, engine oil, coolant, windscreen washer fluid, steering, brakes, horn, power assisted braking, condition of wheels, wheel nuts, mudguards, windscreen, windows, wipers, air pressure, air tanks, suspension, loading mechanism, the body, sheeting, cargo doors, cabin locking, tachograph, instrument panel, service doors, emergency exits, first aid equipment, fire extinguishers, and other safety equipment.

Secondary controls include temperature controls, fan, air vents, rear window heaters, wipers, windscreen washer, light switches, air intake control, rear fog light and air conditioner if fitted.

ESDS level 2 – Marking Guidelines

Introduction

The purpose of the Level 2 assessment is to examine the candidate's competence in displaying the Roadcraft driving skills and the application of the system of car control as set out in the ESDS Guidance Manual.

The fundamental driving skills as required at Level 1 are expected to be displayed and any faults in this area can be marked accordingly in Section 1 of the Assessment Sheet, e.g. crossing a continuous white line. Sections 2, 3 and 4 relate to the required standard of Level 2.

These marking guidelines are designed to assist Assessors in deciding when and where a particular driving fault should be recorded on the ESDS Level 2 Assessment Sheet.

The Guidelines do not purport to cover every possible situation which can arise, and they may be added to, or amended from time to time. Assessors will be informed of this when it arises.

- Driving faults are not 'double marked' and where 2 (or more) faults suggest themselves, it is usually the fault which conveys the most pertinent information to the candidate which is recorded.
 - An example of the above would be where a candidate fails to maintain a constant speed through a bend then the fault should be marked at **Negotiate corners and bends** as opposed to **Accelerating** under the Skill of vehicle control and stability.
 - Another example would be where a skill fault occurs clearly due to the stress displayed, it may be appropriate to mark the fault under Attitude/Control of red mist.

Section 1: Maintains standards from ESDS Level 1

This section is to allow marking for fundamental faults outside of the specific skill sets required at ESDS Level 2. These faults are primarily where the standard displayed falls below that expected at ESDS Level 1.

Any faults in this area should be clarified in the 'INDICATORS' column of the ESDS Assessment Sheet with appropriate feedback at the conclusion of the assessment.

1.1 Before driving an emergency service vehicle (ESV) (Level 1)

The candidate is required to display knowledge of administrative and technical matters relating to driving emergency service vehicles. They are also expected to demonstrate journey preparation including vehicle safety and technical checks including pre-start routine.

1.2 Driving an emergency service vehicle (Level 1)

The candidate is required to display the basic skills of driving emergency service vehicles. This includes competence while operating primary and secondary controls and all relevant in-vehicle technology and systems. Candidates must in addition be able to respond safely to signs, signals and other types of communication while driving in all road traffic situations

1.3 The fundamentals of road sharing (Level 1)

The candidate is required to demonstrate sharing the road with an attitude that supports safety and responsible driving. The candidate must demonstrate their ability to anticipate and react to different road traffic situations and to interact with other road users, showing a high level of regard for their own safety and that of all other road users.

Section 2: Recognise, manage and avoid risk

2.1 MENTAL SKILLS FOR BETTER DRIVING

2.1.1 Attitudes/control of Red Mist

The candidate is required to have the knowledge, understanding and skills to concentrate on the driving task in the face of any other distractions. In addition the candidate is required to maintain a calm, considerate and professional manner at all times and avoid “red mist” and the tendency to personalise driving incidents.

Examples of faults in this area include:

- Makes inappropriate comments/gestures to other road users.
- Fails to manage stresses associated with assessment.
- Inability to maintain concentration for duration of assessment.

2.2 INTELLIGENT USE OF SPEED

2.2.1 Using speed safely

The candidate is required to accurately judge the speed of the vehicle and that of other vehicles relative to his/her proposed actions and the prevailing circumstances (speed and distance judgement), and drive within competence at a speed which is appropriate to the circumstances.

Examples of faults in this area include:

- Poor speed and distance judgement.
- Driving at a speed beyond candidates' level of competence.

2.2.2 Progress and restraint

The candidate is required to make appropriate progress whilst recognising the need for restraint and safety at all times.

Examples of faults in this area include:

- Failure to make appropriate progress when safe to do so.
- Excessive use of speed relative to conditions/hazards.

2.3 ADVANCED OBSERVATION/DYNAMIC RISK ASSESSMENT

2.3.1 Use of observation links/Planning

The candidate is required to use advanced observation and early anticipation techniques to assist to anticipate/identify hazards early, plan ahead and formulate flexible driving plans.

Examples of faults in this area include:

- Failure to make observation links – bin collections, delivery vehicles and work vehicles
- On approach to a built up area displays poor road sense and anticipation given the information available.

2.3.2 Dynamic risk assessment

The candidate is required to dynamic risk assess. It is the continuous assessment of risk in rapidly changing circumstances in order to react as necessary, and ensure an acceptable level of safety, so far as reasonably practicable.

Examples of faults in this area include:

- Inability to accurately verbalise a Dynamic Risk Assessment: Road, Weather, Traffic, other hazards, speed and risk level.

Section 3: Application of the system of vehicle control

3.1 SYSTEM OF VEHICLE CONTROL

3.1.1 Sequence

The candidate is required to consider, and apply in sequence, all phases of the system of vehicle control, on the approach to Hazards.

Examples of faults in this area include:

- Adjusting speed before position.
- Selecting Gear before Speed.
- Position before information.

3.1.2 Timing

The candidate is required to display accurate timing in the application of the phases of the system of vehicle control.

Examples of faults in this area include:

- Late application of the system.
- Inappropriate overlapping of braking and gear changing.
- Early application of the system.

3.1.3 Flexibility

The candidate is required to display appropriate flexibility in the application of the system of vehicle control in the face of new information when negotiating a hazard.

Examples of faults in this area include:

- Failure to adjust road position in the face of oncoming traffic.
- Not overlapping Gears/Braking where appropriate to do so.
- Incorrect point of acceleration on leaving hazard.

3.2 SKILL OF VEHICLE CONTROL & STABILITY

3.2.1 Accelerating

The candidate is required to accurately use the accelerator to safely and smoothly control the vehicle.

Examples of faults in this area include:

- Harsh/unnecessary accelerator movements.
- Inability to demonstrate acceleration sense.

3.2.2 Brakes

The candidate is required to apply the requisite amount of braking in the correct manner to safely control the vehicle.

Examples of faults in this area include:

- Harsh/sudden application or release of brakes.

- Over braking/under braking relative to circumstances.
- Unnecessary/Comfort braking.
- Inability to demonstrate braking sense.

3.2.3 Gears/Clutch

The candidate is required to use gears/clutch controls smoothly and accurately using the required techniques to ensure the correct gear is selected for the circumstances.

Examples of faults in this area include:

- Poor hand/foot coordination.
- Failure to select correct responsive gear for road speed.
- Unnecessary use of intermediate gears.
- Failure to maximise output through gears.
- Inability to match engine speed to road speed on down change.
- Inappropriate overlapping of gear change with braking.
- Driving in non-responsive gear.

3.2.4 Steering

The candidate is required to position the vehicle by accurate steering, demonstrating the appropriate technique at all times.

Examples of faults in this area include:

- Failure to keep both hands on wheel unless operating a control.
- Harsh, coarse or sudden steering.
- Inappropriate steering technique relevant to vehicle.

Section 4: Control in Traffic Situations

4.1 ADVANTAGEOUS POSITIONING

4.1.1 Safety position

The candidate is required to adapt the safety position relative to prevailing hazards.

Examples of faults in this area include:

- Having observed a hazard failing, to take up the appropriate safety position, i.e. pedestrian/cyclist fails to utilise the relative road available to maximise safety.
- Dwellings on nearside – fails to utilise the relative road available to maximise safety.

4.1.2 Following position

The candidate is required to apply the principles of positioning in relation to the following of other vehicles.

Examples of faults in this area include:

- Driving too close to lead vehicle, taking account of road, traffic and weather conditions.
- Driving too far behind lead vehicle.
- Failing to remain in control of following position.

4.1.3 Improving vision

The candidate is required to apply the principles of positioning to obtain the best view.

Examples of faults in this area include:

- Failing to adapt position to obtain nearside/offside vision from following position.
- Failing to adapt road position to maximise vision around hazards i.e. approach to slow moving vehicle/parked vehicles.

4.2 CORNERING

4.2.1 Negotiate corners and bends

The candidate is required to understand the cornering forces and principles while considering the information gained from limit point analysis to systematically drive round a corner or through a curve or bend in the road.

Examples of faults in this area include:

- Fails to adapt correct position on approach and maintain same throughout a bend/corner.
- Failure to evaluate severity/ease of bend/corner through limit point/information available.
- Failure to evaluate and adjust to the appropriate speed/gear for the corner/bend.
- Failure to maintain constant speed through corner/bend.

4.3 OVERTAKING: PLANNING AND TECHNIQUES

4.3.1 Overtaking

The candidate is required to demonstrate safe systematic overtaking while negotiating the possibility of secondary and other dynamic hazards.

Examples of faults in this area include:

- Failure to identify correct technique i.e. immediate or taking following position.

- Failure to take appropriate observations nearside/offside and rear.
- Failure to evaluate and adopt correct overtaking position.
- Failure to evaluate and adapt speed/gear as necessary.
- Failure to allow sufficient safety margins throughout overtaking manoeuvre.

4.4 MULTI-LANE ROADWAYS

4.4.1 Correct use of/hazard awareness

The candidate is required to systematically adapt to changes in road layout, adopt the correct lane for existing road and traffic conditions. In addition the candidate is required to deal with specific hazards on multi-lane roadways.

Examples of faults in this area include:

- Failure to apply systematic approach to joining/leaving multi-lane roadways.
- Failure to correctly anticipate and plan for unique hazards i.e. cross winds, traffic movement and higher speeds.

ESDS Level 2 - Driving Faults

Aspect	Technical Fault	Disqualifying Fault
1. Attitudes/Control of Red Mist	Makes inappropriate comments about other road users. Displays symptoms of stress/red mist under assessment.	Engages inappropriately with another road user.
2. Using speed safely	Excessive speed for conditions. Exceeding the speed limit. Speed and distance judgement.	Dangerously excessive speed. Disregard of speed limit.
3. Progress and restraint	Inadequate progress when available. Inadequate restraint for circumstance.	Causing serious obstruction to traffic.
4. Use of observation links/planning	Failure to make observation link. Poor planning for hazards.	Dangerous/potentially dangerous lack of observation links. Total failure to plan for hazard.
5. Dynamic risk assessment	Failure to verbalise dynamic risk assessment. Irrelevant risk assessment.	
6. Sequence	Failure to apply system in sequence compromising safety or vehicle stability.	Failure to apply system in sequence dangerously compromising safety or vehicle stability.
7. Timing	Poor timing in application of system compromising safety or vehicle stability.	Poor timing in application of system dangerously compromising safety or vehicle stability.
8. Flexibility	Failure to show appropriate flexibility of the system of car control when presented with new information compromising safety or vehicle stability.	Failure to show appropriate flexibility of the system of car control when presented with new information dangerously compromising safety or vehicle stability.
9. Accelerating	Harsh/unnecessary accelerator movements. Lack of acceleration sense. Excessive acceleration.	Harsh accelerator movements resulting in danger or potential danger.
10. Brakes	Harsh/sudden application/release of the brakes. Over/under use of brakes for situation. Comfort braking.	Inappropriate use of the brakes resulting in danger or potential danger.
11. Gears/clutch	Poor coordination. Failure to correctly select responsive gear for speed. Unnecessary use of intermediate gears. Inappropriate overlapping. Failure to maximise output through gears.	Inappropriate use of the gears resulting in danger, potential danger or damage to vehicle.

Aspect	Technical Fault	Disqualifying Fault
12. Steering	<p>Harsh/coarse steering movements.</p> <p>Inadequate steering technique.</p> <p>Failure to keep both hands on the wheel where appropriate.</p>	<p>Inappropriate steering resulting in danger, potential danger or damage to vehicle.</p>
13. Safety position	<p>Failure to take the appropriate safety position relevant to existing hazards.</p>	<p>Failure to take the appropriate position to maximise safety resulting in danger or potential danger.</p>
14. Following position	<p>Driving too close/far behind to the lead vehicle.</p> <p>Failure to maintain following position.</p>	<p>Incorrect following position resulting in danger or potential danger.</p>
15. Improving vision	<p>Fails to adapt position to obtain nearside/offside vision.</p>	<p>Inappropriate positioning for vision resulting in danger or potential danger.</p>
16. Negotiate corners and bends	<p>Failure to adapt correct position for corner/bend compromising safety or vehicle stability.</p> <p>Failure to correctly evaluate severity of corner/bend.</p> <p>Failure to maintain constant speed through corner/bend.</p>	<p>Failure to adapt correct position for corner/bend resulting in danger or potential danger.</p> <p>Failure to evaluate severity of corner/bend resulting in danger or potential danger.</p>
17. Overtaking	<p>Inappropriate execution of overtake.</p> <p>Insufficient safety margin.</p>	<p>Overtake resulting in danger or potential danger.</p>
18. Multi lane Roads Correct use/Hazard awareness	<p>Inappropriate entry/exit technique.</p> <p>Failure to maintain lane discipline.</p> <p>Failure to interpret unique hazards.</p>	<p>Inappropriate entry/exit technique resulting in danger or potential danger.</p> <p>Failure to maintain lane discipline resulting in danger or potential danger.</p> <p>Total failure to interpret unique Hazards resulting in danger or potential danger.</p>



ESDS Level 2 Assessment Sheet

NAME: _____ ORGANISATION: _____ ID No: _____ CAT: _____
 DATE: _____ REG No: _____ CENTRE: _____ Manual/Automatic: _____ ROUTE No: _____

		TECHNICAL			Disq	INDICATORS
Section 1	MAINTAINS STANDARDS FROM LEVEL 1					
	BEFORE DRIVING AN ESV					
	DRIVING AN EMERGENCY SERVICE VEHICLE					
	FUNDAMENTALS OF ROAD SHARING					

Section 2	RECOGNISE MANAGE AND AVOID RISK					
	MENTAL SKILLS FOR BETTER DRIVING					
	ATTITUDES/CONTROL OF RED MIST					
	INTELLIGENT USE OF SPEED					
	USING SPEED SAFELY					
	PROGRESS AND RESTRAINT					
	ADVANCED OBSERVATION / DYNAMIC RISK ASSESSMENT					
	USE OF OBSERVATION LINKS / PLANNING					
DYNAMIC RISK ASSESSMENT						

Section 3	APPLICATION OF THE SYSTEM OF VEHICLE CONTROL					
	SYSTEM OF VEHICLE CONTROL					
	SEQUENCE					
	TIMING					
	FLEXIBILITY					
	SKILL OF VEHICLE CONTROL & STABILITY					
	ACCELERATING					
	BRAKES					
	GEARS/ CLUTCH					
	STEERING					

Section 4	CONTROL IN TRAFFIC SITUATIONS					
	ADVANTAGEOUS POSITIONING					
	SAFETY POSITION					
	FOLLOWING					
	IMPROVING VISION					
	CORNERING					
	NEGOTIATE CORNERS AND BENDS					
	OVERTAKING: PLANNING AND TECHNIQUES					
	OVERTAKING					
	MULTI-LANE ROADWAYS					
	CORRECT USE OF / HAZARD AWARENESS					

ASSESSOR _____

ASSESSOR SIGNATURE _____

PASS

REFERRAL

Emergency Services Driving Standard

Level 2 Assessment

1. Passed your Assessment

Congratulations.

2. Referral of your Assessment

Referral of this assessment arises where you incur any of the following:

- 1 or more disqualifying faults.
- 4 or more technical faults under a Section heading e.g. Vehicle Control.
- 3 Technical faults for a single aspect e.g. Progress and Restraint.
- A total of 7 or more technical faults overall across Sections 1, 2, 3, 4.

3. Grading of faults

Faults are graded as follows:

- **Technical fault** (blue area) is where a technical error has been made that did not involve either potential or actual danger.
- **Disqualifying fault** (pink area) is where a fault occurred of such importance that it was deemed to have been either potentially dangerous, dangerous or was a case of total disregard for a traffic control.

In a combined ESDS Level 2 + 3 practical assessment, where the candidate is unsuccessful at ESDS level 2 they will not receive any certification and they will be Referred.

They will have to re-sit both Level 2 + 3 practical assessments again.

4. Other Faults

Technical Checks

If 2 or 3 items of the Technical Checks are not explained or incorrectly explained, a maximum of 1 technical fault will be recorded. Failure to explain 4 Technical Checks satisfactorily will incur a disqualifying fault.

Pre-Start Routine

If 2 or 3 of the Pre-Start Routine checks are not demonstrated or incorrectly demonstrated, a maximum of 1 technical fault will be recorded. Failure to demonstrate 4 Pre-Start Routine checks correctly will incur a disqualifying fault.

Dynamic Risk Assessments

Candidates will be asked to verbalise 2 dynamic risk assessment questions during the drive covering: *Road, weather, traffic conditions, other relevant hazards, current speed and also to verbalise the risk level.*

ESDS Level 3 – Marking Guidelines

Introduction

The purpose of the Level 3 assessment is to examine the candidate's competence in displaying the Roadcraft driving skills, application of the system of car control and the use of tactical guidelines under response conditions as set out in the ESDS Guidance Manual.

Section 1 of the Assessment Sheet relates solely to a standalone Level 3 assessment where the candidate is required to display the standards as set down in Levels 1 and 2 before and after their Level 3 response assessment.

Sections 2, 3 and 4 relate to the required standard of Level 3 under response conditions.

These marking guidelines are designed to assist Assessors in deciding when and where a particular driving fault should be recorded on the ESDS Level 3 Assessment Sheet.

The Guidelines do not purport to cover every possible situation which can arise, and they may be added to, or amended from time to time. Assessors will be informed of this when it arises.

- Driving faults are not 'double marked', and where 2 (or more) faults suggest themselves, it is usually the fault which conveys the most pertinent information to the candidate which is recorded.
 - An example of the above would be when negotiating a junction a candidates' progress is compromised due to the tactical position chosen, then the fault should be marked at tactical positioning and not at progress under response.
 - Another example would be where an observation fault occurs clearly due to 'Red Mist' it may be appropriate to mark the fault under Safety/Professionalism/Red Mist.

Section 1: Maintains standards from ESDS Level 1 & 2 – Non Response

This section relates solely to a standalone Level 3 assessment and will allow recording faults displayed during the non-response elements of the Level 3 assessment.

During this aspect of the assessment the candidate is required to demonstrate the fundamental standards as set down in ESDS Level 1 and the specific skill set requirements of ESDS Level 2.

Any faults in this area should be clarified in the 'INDICATORS' column of the Assessment Sheet with appropriate feedback at the conclusion of the assessment.

1.1 Before driving an emergency service vehicle (ESV) (Level 1)

The candidate is required to display knowledge of administrative and technical matters relating to driving emergency service vehicles. They are also expected to demonstrate journey preparation including vehicle safety and technical checks including pre-start routine.

1.2 Driving an emergency service vehicle (Level 1)

The candidate is required to display the basic skills of driving emergency service vehicles. This includes competence while operating primary and secondary controls and all relevant in-vehicle technology and systems. Candidates must in addition be able to respond safely to signs, signals and other types of communication while driving in all road traffic situations

1.3 The fundamentals of road sharing (Level 1)

The candidate is required to demonstrate sharing the road with an attitude that supports safety and responsible driving. The candidate must demonstrate their ability to anticipate and react to different road traffic situations and to interact with other road users, showing a high level of regard for their own safety and that of all other road users

1.4 Recognise, manage and avoid risk (Level 2)

The candidate must display the mental skills and attitudes for driving emergency service vehicles safely and calmly at all times.

1.5 Roadcraft and the system of vehicle control (Level 2)

The candidate must display knowledge, understanding and skills of the fundamentals of Roadcraft. They are expected to demonstrate driving the vehicle using the system of vehicle control with due regard to the prevailing road, weather and traffic conditions taking account of passenger comfort and vehicle sympathy.

1.6 Control in traffic situations (Level 2)

The candidate must apply Roadcraft and the system of vehicle control in the various traffic situations. The candidate must demonstrate competency in all traffic situations including positioning, cornering and overtaking displaying an increased awareness, the recognition of real and potential hazards and the adoption of the system of driving as outlined in Roadcraft.

Section 2: Managing Emergency Response

2.1 MENTAL SKILLS FOR RESPONSE DRIVING

2.1.1 Safety/Professionalism/Red Mist

The candidate is required to have the knowledge, understanding and skills to concentrate on the driving task in the face of any other distractions. Maintain a calm, considerate and professional manner at all times and avoid the tendency to personalise driving incidents whilst undertaking emergency response. Shows ability to control “red mist” when using emergency equipment and the increased levels of progress involved in emergency response.

Examples of faults in this area include:

- Fails to remain in control of red mist at higher speeds.
- Fails to remain in control of red mist on activation of emergency equipment.
- Makes inappropriate comments/gestures to other road users.
- Fails to manage stresses associated with response assessment.
- Inability to maintain concentration during response assessment.

2.2 ADVANCED OBSERVATION/DYNAMIC RISK ASSESSMENT

2.2.1 Use of observation links/Planning

The candidate is required to use advanced observation and early anticipation techniques which will assist the candidate to anticipate/identify hazards early, plan ahead and formulate flexible driving plans under response.

Examples of faults in this area include:

- Failure to make observation links – bin collections, delivery vehicles and work vehicles.
- On approach to a built up area displays poor road sense and anticipation given the information available.

2.2.2 Dynamic Risk Assessment

The candidate is required to dynamic risk assess. It is the continuous assessment of risk in rapidly changing circumstances in order to react as necessary, and ensure an acceptable level of safety, so far as reasonably practicable.

Examples of faults in this area include:

- Inability to accurately verbalise a Dynamic Risk Assessment: Road, Weather, Traffic, other hazards, speed and risk level.

Section 3: Emergency Response Driving

3.1 ANTICIPATION, SPEED, PROGRESS AND RESTRAINT

3.1.1 Anticipation under response

The candidate is required to anticipate and plan for the reaction of other road users to an emergency service vehicle on response.

Examples of faults in this area include:

- Failure to allow for the reaction of animals to lights and sirens.
- Anticipate how individual groups react to emergency response i.e. School Children, Anti-social groups.
- Failure to anticipate heavy braking of other road users.

3.1.2 Using speed safely under response

The candidate is required to accurately judge the speed of the vehicle and that of other vehicles relative to his/her proposed actions and the prevailing circumstances (speed and distance judgement), and drive within competence at a speed which is appropriate to the circumstances.

Examples of faults in this area include:

- Poor speed and distance judgement at higher speeds during response.

3.1.3 Progress under response

The candidate is required to make intelligent use of speed and make appropriate progress while driving on emergency response.

Examples of faults in this area include:

- Failure to make appropriate progress when safe to do so.
- Failure to avail of speed exemptions to make appropriate progress.
- Excessive use of speed relative to conditions/hazards.
- Fails to respond to the reactions of other road users.

3.1.4 Restraint under response

The candidate is required to show restraint where necessary in the interest of safety while driving on emergency response.

Examples of faults in this area include:

- Excessive use of speed relative to conditions/hazards.
- Fails to hold back and allow other road users time to react.

3.2 EMERGENCY RESPONSE DRIVING TACTICS

3.2.1 Tactical positioning

The candidate is required to display the appropriate tactical positioning as per the guidelines relevant to the prevailing conditions and hazards. In addition the candidate is required to adapt the safety position to include the options available through use of exemptions and positions vehicle to obtain best view and to be seen by other road users.

Examples of faults in this area include:

- Failure to identify best approach position to junctions i.e. lane selection.
- Blind overtake on junctions.
- Not positioning to be seen, remaining in normal safety position.
- Having observed a hazard fails to utilise the relative road available to maximise safety.
- Failing to adapt position to obtain nearside/offside vision.
- Failing to adapt road position to maximise vision around hazards i.e. approach to slow moving vehicle/parked vehicles.

3.2.2 Operation and tactical use of warning equipment

The candidate is required to use audible and visual warning devices intelligently as per guidelines relevant to the prevailing conditions and hazards.

Examples of faults in this area include:

- Poor operation/knowledge of auxiliary controls.
- Failure to switch siren tones.
- Failure to switch off equipment where no advantage to be gained.
- Failure to adapt lighting combinations available.

3.3.3 Multiple vehicle/service response

The candidate is required to manage the factors to be considered when encountering another emergency service vehicle undergoing an emergency response.

Examples of faults in this area include:

- Failure to acknowledge presence of other emergency service vehicle. e.g. a parked ESV attending an incident.
- Whilst undergoing assessment failure to give priority to other emergency service vehicle under response.

Section 4: Driving standards and vehicle control under response

4.1 APPLICATION OF THE SYSTEM OF VEHICLE CONTROL (ROADCRAFT)

4.1.1 Sequence

The candidate is required to consider, and apply in sequence, all phases of the system of vehicle control, on the approach to Hazards.

Examples of faults in this area include:

- Adjusting speed before position.
- Selecting Gear before Speed.
- Position before information.

4.1.2 Timing

The candidate is required to display accurate timing in the application of the phases of the system of vehicle control.

Examples of faults in this area include:

- Late application of the system.
- Inappropriate overlapping of braking and gear changing.
- Early application of the system.

4.1.3 Flexibility

The candidate is required to display appropriate flexibility in the application of the system of vehicle control in the face of new information when negotiating a hazard.

Examples of faults in this area include:

- Failure to adjust road position in the face of oncoming traffic.
- Not overlapping Gears/Braking where appropriate to do so.
- Incorrect point of acceleration on leaving hazard.

4.2 SKILL OF VEHICLE CONTROL

4.2.1 Accelerating

The candidate is required to accurately use the accelerator to safely and smoothly control the vehicle.

Examples of faults in this area include:

- Harsh/unnecessary accelerator movements.
- Inability to demonstrate acceleration sense.

4.2.2 Braking

The candidate is required to apply the requisite amount of braking in the correct manner to safely control the vehicle.

Examples of faults in this area include:

- Harsh/sudden application or release of brakes.
- Over braking/under braking relative to circumstances.
- Unnecessary/Comfort braking.
- Inability to demonstrate braking sense.

4.2.3 Gears/Clutch

The candidate is required to use of gears/clutch controls smoothly and accurately using the required techniques to ensure the correct gear is selected for the circumstances.

Examples of faults in this area include:

- Poor hand/foot coordination.
- Failure to select correct responsive gear for road speed.
- Unnecessary use of Intermediate gear.
- Failure to maximise output through gears.
- Inability to match engine speed to road speed on down change.
- Inappropriate overlapping of gear change with braking.
- Driving in non-responsive gear.

4.2.4 Steering

The candidate is required to position the vehicle by accurate steering, demonstrating the appropriate technique at all times.

Examples of faults in this area include:

- Failure to keep both hands on wheel unless operating a control.
- Harsh, coarse , sudden steering.
- Inappropriate steering technique relevant to vehicle.

4.3 CONTROL IN TRAFFIC SITUATIONS

4.3.1 Following position/Safety position

The candidate is required to understand and use the principles of positioning in relation to the following of other vehicles under response conditions.

Examples of faults in this area include:

- Driving too close to lead vehicle, taking account of road traffic and weather conditions.
- Driving too far behind lead vehicle.
- Failing to remain in control of following position.

4.3.2 Negotiate corners and bends

The candidate is required to understand the cornering forces and principles while considering the information gained from limit point analysis to systematically drive round a corner or through a curve or bend under response conditions.

Examples of faults in this area include:

- Fails to adapt correct position on approach and maintain same throughout a bend/corner when not using a tactical position.
- Failure to evaluate severity/ease of bend corner through limit point/information available.
- Failure to evaluate and adjust to the appropriate speed/gear for the corner/bend.
- Failure to maintain constant speed through corner/bend.

4.3.3 Overtaking

The candidate is required to demonstrate safe systematic overtaking while negotiating the possibility of secondary and other dynamic hazards under response conditions.

Examples of faults in this area include:

- Failure to avail of exemptions where appropriate to overtake.
- Failure to identify correct technique i.e. immediate or taking following position.
- Failure to take appropriate observations nearside/offside and rear.
- Failure to evaluate and adopt correct overtaking position.
- Failure to evaluate and adapt speed/gear as necessary.
- Failure to allow sufficient safety margins throughout overtaking manoeuvre.

4.3.4 Multi-lane Roadways

The candidate is required to systematically adapt to changes in road layout. In addition the candidate is required to adopt the correct lane for existing road and traffic conditions and deal with specific hazards on multi-lane roadways vehicles under response conditions.

Examples of faults in this area include:

- Failure to apply systematic approach to joining/leaving multi-lane roadways.
- Failure to correctly anticipate and plan for unique hazards i.e. cross winds, traffic movement and higher speeds.

ESDS Level 3 - Driving Faults

Aspect	Technical Fault	Disqualifying Fault
1. Safety/professionalism/Red mist	Makes inappropriate comments about other road users. Displays symptoms of stress/red mist under assessment.	Engages inappropriately with another road user.
2. Use of observation links/Planning	Failure to make observation link. Poor planning for hazards.	Dangerous/potentially dangerous lack of observation links. Total failure to plan for hazard.
3. Dynamic risk assessment	Failure to verbalise dynamic risk assessment. Irrelevant risk assessment.	
4. Anticipation	Failure to anticipate reactions of road users to response vehicle.	Lack of anticipation resulting in danger.
5. Using speed safely under response	Excessive speed for conditions. Speed and distance judgement.	Dangerously excessive speed.
6. Progress under response	Inadequate progress when available. Failure to avail of exemption to facilitate progress. Inadequate restraint for circumstance.	Inadequate progress causing obstruction to following traffic.
7. Restraint under response	Fails to hold back to allow other road users time to react. Fails to respond to other road users reactions.	Causing serious obstruction/danger due to lack of restraint.
8. Tactical Positioning	Failure to apply tactical approach to junctions and hazards. Not using tactical positioning to see and be seen.	Incorrect approach to junction/hazard causing danger.
9. Operation and tactical use of warning equipment	Inadequate operation of warning equipment control switches. Failure to use siren tones to best advantage. Failure to utilise lighting equipment to best advantage. Failure to cancel equipment where appropriate.	Inappropriate operation of equipment resulting in danger.

Aspect	Technical Fault	Disqualifying Fault
10. Multiple vehicle/service response	<p>Failure to acknowledge other emergency service vehicle on Response.</p> <p>Failure to give priority to other emergency service vehicle on response during assessment.</p>	Causes serious obstruction to other emergency service vehicle under response.
11. Sequence	Failure to apply system in sequence compromising safety or vehicle stability.	Failure to apply system in sequence dangerously compromising safety or vehicle stability.
12. Timing	Poor timing in application of system compromising safety or vehicle stability.	Poor timing in application of system dangerously compromising safety or vehicle stability.
13. Flexibility	Failure to show appropriate flexibility of the system of car control when presented with new information compromising safety or vehicle stability.	Failure to show appropriate flexibility of the system of car control when presented with new information dangerously compromising safety or vehicle stability.
14. Accelerating	<p>Harsh/unnecessary accelerator movements.</p> <p>Lack acceleration sense.</p> <p>Excessive acceleration.</p>	Harsh accelerator movements resulting in danger or potential danger.
15. Braking	<p>Harsh/sudden application/release of the brakes.</p> <p>Over/under use of brakes for situation.</p> <p>Comfort braking.</p>	Inappropriate use of the brakes resulting in danger or potential danger.
16. Gears/clutch	<p>Poor coordination.</p> <p>Failure to correctly select responsive gear for speed.</p> <p>Unnecessary use of intermediate gears.</p> <p>Inappropriate overlapping.</p> <p>Failure to maximise output through gears.</p>	Inappropriate use of the gears resulting in danger, potential danger or damage to vehicle.
17. Steering	<p>Harsh/coarse steering movements.</p> <p>Inadequate steering technique.</p> <p>Failure to keep both hands on the wheel where appropriate.</p>	Inappropriate steering resulting in danger, potential danger or damage to vehicle.

Aspect	Technical Fault	Disqualifying Fault
18. Following position/Safety position	<p>Driving too close/far behind to the lead vehicle.</p> <p>Failure to maintain following position.</p> <p>Incorrect safety position resulting in danger or potential danger.</p>	<p>Incorrect following position resulting in danger or potential danger.</p> <p>Failure to maintain safety position.</p>
19. Negotiate corners and bends	<p>Failure to adapt correct position for corner/bend compromising safety or vehicle stability.</p> <p>Failure to correctly evaluate severity of corner/bend.</p> <p>Failure to maintain constant speed through corner/bend.</p>	<p>Failure to adapt correct position for corner/bend resulting in danger or potential danger.</p> <p>Failure to evaluate severity of corner/bend resulting in danger or potential danger.</p>
20. Overtaking	<p>Inappropriate execution of overtake.</p> <p>Failure to avail of exemption to facilitate overtaking.</p> <p>Insufficient safety margin.</p>	<p>Overtake resulting in danger or potential danger.</p>
21. Multi-lane roads Correct use/hazard awareness	<p>Inappropriate entry/exit technique.</p> <p>Failure to interpret unique hazards.</p>	<p>Inappropriate entry/exit technique resulting in danger or potential danger.</p> <p>Total failure to interpret unique hazards resulting in danger or potential danger.</p>

ESDS Level 3 Assessment Sheet



NAME: _____ ORGANISATION: _____ ID No: _____ CAT: _____
 DATE: _____ REG No: _____ CENTRE: _____ Manual/Automatic: _____ ROUTE No: _____

	Technical	DISQ	INDICATORS
Section 1	MAINTAINS STANDARDS FROM LEVEL 1 & 2 - Non Response		
	BEFORE DRIVING AN ESV L1		ONLY
	DRIVING AN EMERGENCY SERVICE VEHICLE L1		APPLICABLE TO
	FUNDAMENTALS OF ROAD SHARING L1		NON RESPONSE' ELEMENT
	RECOGNISE MANAGE AND AVOID RISK L2		OF STANDALONE
	VEHICLE CONTROL L2		LEVEL 3
CONTROL IN TRAFFIC SITUATIONS L2		ASSESSMENT	

Section 2	MANAGING EMERGENCY RESPONSE		
	MENTAL SKILLS FOR RESPONSE DRIVING		
	SAFETY / PROFESSIONALISM / RED MIST		
	ADVANCED OBSERVATION / DYNAMIC RISK ASSESSMENT		
	USE OF OBSERVATION LINKS / PLANNING		
DYNAMIC RISK ASSESSMENT			

Section 3	EMERGENCY RESPONSE DRIVING		
	ANTICIPATION, SPEED, PROGRESS AND RESTRAINT		
	ANTICIPATION		
	USING SPEED SAFELY UNDER RESPONSE		
	PROGRESS UNDER RESPONSE		
	RESTRAINT UNDER RESPONSE		
	EMERGENCY RESPONSE DRIVING TACTICS		
	TACTICAL POSITIONING		
	OPERATION AND TACTICAL USE OF WARNING EQUIPMENT		
MULTIPLE VEHICLE/ SERVICE RESPONSE			

Section 4	DRIVING STANDARDS AND VEHICLE CONTROL UNDER RESPONSE		
	Roadcraft & System of Vehicle Control		
	SEQUENCE		
	TIMING		
	FLEXIBILITY		
	SKILL OF VEHICLE CONTROL		
	ACCELERATING		
	BRAKING		
	GEARS/CLUTCH		
	STEERING		
	CONTROL IN TRAFFIC SITUATIONS		
	FOLLOWING POSITION / SAFETY POSITION		
	NEGOTIATE CORNERS AND BENDS		
	SAFE OVERTAKING		
MULTI-LANE ROADWAYS			

ASSESSOR _____

ASSESSOR SIGNATURE _____

PASS	
------	--

REFERRAL	
----------	--

Emergency Services Driving

Level 3 Assessment

1. Passed your Assessment

Congratulations.

2. Referral of your Assessment

Referral of this assessment arises in the following circumstances:

(a) Where presenting for a standalone Level 3 Assessment:

Under Heading: 1. Maintaining Driving Standards – Non Response, 1 or more disqualifying fault. or 4 or more technical faults.

Under Section Headings 2, 3 and 4:

1 or more disqualifying faults. 4 or more technical faults under a Section heading, *e.g. Emergency Response Driving*. 3 technical faults for a single aspect *e.g. Use of Warning Equipment*. A total of 7 or more technical faults across sections 1, 2, 3, 4.

(b) Where presenting as part of a combined Level 2 & 3 Assessment:

Note: Level 2 part of a combined assessment will be marked on separate Level 2 Assessment Sheet.

Level 3 assessments will be marked as follows:
Under Headings 2, 3 and 4: 1 or more Disqualifying faults. 4 or more technical faults under a heading, *e.g. Emergency Response Driving*. 3 technical faults for a single aspect *e.g. Use of Warning Equipment*. A total of 7 or more technical faults.

In a combined ESDS Level 2 + 3 practical assessment, where the candidate is unsuccessful at ESDS level 2 they will not receive any certification and they will be Referred.

They will have to re-sit both Level 2 + 3 practical assessments again.

3. Grading of faults- Faults are graded as follows:

Technical fault (blue area) is where a technical error has been made that did not involve either potential or actual danger.

Disqualifying fault (pink area) is where a fault occurred of such importance that it was deemed to have been either potentially dangerous, dangerous or was a case of total disregard for a traffic control.

4. Other Faults

Technical Checks

If 2 or 3 items of the Technical Checks are not explained or incorrectly explained, a maximum of 1 technical fault will be recorded. Failure to explain 4 Technical Checks satisfactorily will incur a disqualifying fault.

Pre-Start Routine

If 2 or 3 of the Pre-Start Routine checks are not demonstrated or incorrectly demonstrated, a maximum of 1 technical fault will be recorded. Failure to demonstrate 4 Pre-Start Routine checks correctly will incur a disqualifying fault.

Dynamic Risk Assessments

Candidates will be asked to verbalise 2 dynamic risk assessment questions during the drive, covering: road, *weather, traffic conditions, other relevant hazards, current speed and also to verbalise the risk level.*







Údarás Um Shábháilteacht Ar Bhóithre

Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín,
Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo.

Moy Valley Business Park, Primrose Hill,
Dublin Road, Ballina, Co. Mayo.

locall: 1890 40 60 40 tel: (096) 25 000

fax: (096) 78 290

email: esds@rsa.ie

website: www.rsa.ie/esds