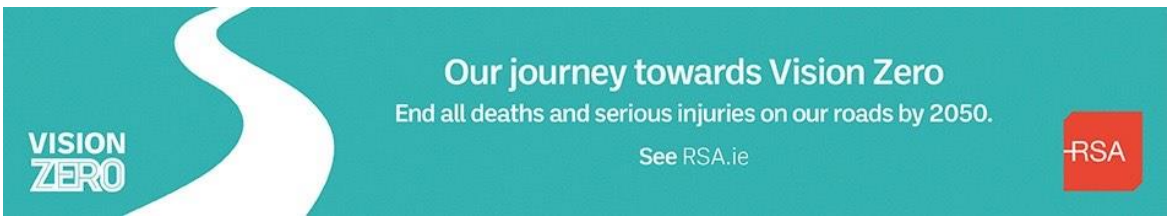
RSA DRIVER TESTER MARKING GUIDELINES



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Notes on the Driving Fault Marking Guidelines

The Marking Guidelines are designed to assist testers in deciding when and where a particular driving fault should be recorded on the Tablet Device/Report Sheet. They should be read in conjunction with the Driving Fault Assessment guidelines relating to the severity of driving faults (attached for easy reference on pages 20, 21, 22, 23 and guidance/advice from the Operations Supervisor. 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. Testers will be appraised 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 applicant which is recorded.
    - An example of the above would be where an applicant, 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 an applicant 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 an applicant 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 where faults are recorded on the Tablet Device/Report Sheet is generally governed by the most recent direction which the tester has issued to the applicant exceptions apply where early directions have been given to the applicant, e.g., where a lane change is required prior to making a right turn, or on the approach to a roundabout.

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

- Where an unusual local road or traffic situation exists, the Operations Supervisor will advise testers (and driving instructors) on the procedure to be followed.
- Where a fault is inadvertently recorded in the wrong location on the Tablet Device it should be removed or in the case of the Report Sheet, it should be cancelled neatly, leaving space for later use, if necessary. Where 2 or more such incidents occur, a fresh Report Sheet should be completed. The original spoiled Report Sheets should be cancelled and attached to the file.
- Testers should refer the applicant to the faults recorded on the Tablet Device/Report Sheet which contributed to the test result. However, testers should not discuss the details of the test.

Introduction

As with all driving, a test applicant should demonstrate that they have the requisite knowledge, skills, and appropriate behavior to use the public roads in a safe and courteous manner by:

- Always maintaining proper control over the vehicle.
- Showing anticipation and awareness.
- Demonstrating care, consideration, concentration, and courtesy.
- Taking proper precautions when moving off, stopping, overtaking, changing direction, and meeting other traffic.
- Maintaining safe and reasonable progress when driving and when meeting and crossing the path of other vehicles.

In demonstrating the above skills, a test applicant should use 'best practice' and ensure compliance with all relevant Regulations, as not doing so may indicate a driving fault which will be assessed by the tester, and which may be recorded on the Driving Test Tablet Device/Report Sheet.

Testers will use guidance from their Operations Supervisor, along with 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 under one of the following headings:

- **Grade 2 fault:** A serious fault.
- **Grade 3 fault:** Dangerous/Potentially Dangerous fault or total disregard of traffic controls.

All faults the occur between 0% to 35% on the marking scale will not be recorded as they are not deemed a serious fault. Failure of the test arises when an applicant incurs any of the following:

- 1 or more grade 3 faults.
- 4 of the same grade 2 faults for a single aspect.
- 6 or more grade 2 faults under the same heading.
- 9 or more grade 2 faults overall**.**

Rules/Hand signals

Where 3 or more questions are not answered, or are incorrectly answered including Hand signals, a grade 2 fault should be recorded.

Technical Checks

Technical Checks: lack of expertise, or inability to describe the various checks. (All categories). Inability to describe the D1, D or DE1 special vehicle safety checks. Where 3 or more questions are not answered or are incorrectly answered, a grade 2 fault should be recorded.

Position

Position on the Straight/on Bends

Having regard to the width of the road, an applicant 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:

- Where an applicant drives for a distance in an incorrect position on the straight, or in an incorrect lane, or on a bend, a fault may be recorded for 'Position on the Straight' or on the 'Bend' as the case may be.
- Where a driver weaves in and out unnecessarily around intermittently parked vehicles, a fault may be recorded for 'Position on the Straight.' (See also 'React').
- Where there are wide traffic lanes, and an applicant drives too close to either side a fault may be recorded for position on the straight.
- Where an applicant 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".

Notes

- *Where an applicant drives for a distance on or straddles a hard shoulder in order to allow faster traffic to overtake a fault should not be recorded*
- *Where an applicant 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.*

Position in Traffic Lanes

Where traffic lanes are provided and an applicant 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).

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

Position Crossing Junctions

An applicant 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 dictate 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

At roundabouts an applicant should take up the correct position.

- Entering the roundabout
- While on the roundabout
- Exiting the roundabout

Examples of 'Position at Roundabout' faults include:

- Where an applicant 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, or a fault may be recorded for Position at Roundabouts.
- 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 an applicant to use a different approach lane from the above, the applicant should use that 'marked' approach lane, or a fault may be recorded for 'Position at Roundabouts' (not for 'Road Markings' in this case.) An applicant should have reasonable time and opportunity to see any road markings.
- Where an applicant hits or mounts a kerb unnecessarily a fault may be recorded for Position at Roundabouts.
- Where an applicant takes the shortest route through the roundabout encroaching on other lanes, a fault may be recorded for Position at Roundabouts.

Notes:

- 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, except for motorcycles. Heavy vehicles may require additional road space where necessary.
- Applicants 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.
- Applicants 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 an applicant 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-hand turn lane is provided, it should be used. Heavy vehicles may require additional space to manoeuvre.

Examples of incorrect 'Position Turning Right' faults include:

- 'Cutting' the turn, i.e., turning too soon before the normal turning point.
- 'Swan- necking', i.e., going beyond the normal turning point.
- Turning from the left-hand side of the road/lane.
- Turning from an incorrect lane.
- Trying to make a 'square' right turn at a 'T' -junction.
- Hitting or mounting a kerb unnecessarily

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

Where an applicant, for example 'cuts' a right turn, a fault should not be recorded for 'Road Markings'.

Where chevron markings are provided and an applicant slightly encroaches on them, a fault is generally not recorded for 'Position turning Right', provided it is done safely.

Where double ended chevrons are provided and an applicant 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' point (a)

Where an applicant follows an incorrect course at a right-hand turn, and breaches the road markings in the process, a fault may be recorded for position turning Right and not 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:

- Hitting or mounting a kerb.
- Where an applicant turns left form a single lane onto a dual carriageway and turns directly into the right-hand lane a fault should be recorded for Position Turning Left
- Not using a 'filter' lane where one is provided. (this does not include the non-use of a slip road)
- Where an applicant follows an incorrect course at a left-hand turn, and breaches the road markings in the process, a fault may be recorded for position turning Left and not for Road Markings
- Turning Left from the Right-hand side of the Road/Lane.

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

An applicant 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:

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

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

Position Following

An applicant 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.**

Observations

An applicant 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 'Observation' faults include:

- Not looking around when moving off (Cat. A, A2, A1, A M, B, BE, and W)
- Where an applicant is on a wide road and is required to make a significant change

in position to the right or left a fault may be recorded for “observation Changing Lane” or Mirrors Changing Lane as appropriate.

- Not taking adequate observations before and while overtaking.
- Not taking adequate observations before and while changing lanes to the left or right, or where lanes merge into one another.
- Not taking adequate observations when crossing junctions.
- Not taking adequate observations before, on, and exiting roundabouts.
- Not taking adequate observations before and while turning left/right.
- Where an applicant turns right, (or is beckoned to turn right and the view is restricted) in front of an oncoming vehicle, a check should be made of the ‘inside’ of the oncoming vehicle before completing the turn.
- Where an applicant 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.
- Where an applicant makes a severe ‘swan-neck’ while turning right or is very wide when turning left and does not take observations to the side before completing the turn. Two faults may be recorded in this case.
- Not taking adequate observations when being the first vehicle to move off from traffic lights at a blind junction.
- Not taking adequate observations to the left when turning right, and in possession of a junction.
- Not taking adequate observations when driving out from a parking space or a fault may be recorded for “Observations Moving Off”.

Observation faults changing lane on a roundabout are recorded opposite ‘Observations at Roundabouts’

In some situations, such as overtaking, changing lanes, or moving off 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 an applicant 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.

Where visibility is severely restricted due to condensation, a fault may be recorded for “Secondary Controls” and not Observations in this case.

React Promptly and Properly to Hazards

React

By identifying hazards, applicants will have time to take any necessary action. They should ensure that they read the road ahead to observe any situation that will involve adjusting their speed or altering their course. There will be times when applicants will have to deal with more than one hazard within a short space of time. This may require using both initiative and common sense to deal with a particular set of circumstances.

An applicant should show awareness by reading the road and traffic situation ahead and reacting in an appropriate manner, or a fault may be recorded for “Reaction”.

Examples of 'React' faults include:

- Where an applicant is driving towards parked vehicles on the left and does not move out in good time to pass them.
- Where an applicant's vision is diverted down to the controls for an extended period.
- Where an applicant brakes hard on an amber light when the vehicle should clearly have carried on.
- Where an applicant drives into, or causes, or contributes unnecessarily to a 'bottleneck'.
- Where an applicant 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.
- Where an applicant makes exaggerated use of the mirror(s) which distracts from forward observation.
- Where an applicant makes exaggerated/unnecessary observations to the side or rear, which distracts from forward observation.
- Where an applicant is on a slip road, and intends to join a dual carriageway, and stops unnecessarily.
- Where an applicant splashes pedestrians/cyclists with surface water.
- Where an applicant stops suddenly when e.g. turning left on a slip lane by misreading the main lights.
- Where an applicant has commenced to turn at traffic lights and stops unnecessarily when part way through, on seeing the red light for the other road.
- Where an applicant does not react correctly to speed ramps.

Anticipate Others

To anticipate is to take action when a driver expects something may happen. Applicants should anticipate what others may do by making early use of the available information on the road. An applicant should ask themselves.
"What are other road users/pedestrians likely to do?"

So therefore, during the course of the driving test an applicant should show awareness by reading the road and traffic situation ahead. Anticipating what others may do, in an appropriate manner, or a fault may be recorded for 'Anticipation'.

Examples of 'Anticipation' faults include.

- Where an applicant meets an oncoming vehicle which is in the process of overtaking, and the applicant does not slow or stop as necessary, to allow the oncoming vehicle to pass by.
- Where an applicant is in a line of overtaking vehicles and follows through blindly.
- Where an applicant is approaching vulnerable road users such as pedestrians/cyclists and does not show anticipation.

- Where an applicant is approaching animals and does not show anticipation.
- Where an applicant is turning right and misreads the intention of another oncoming road user who is also turning right and causes unnecessary obstruction.
- Where an applicant should clearly see that a pedestrian is attempting to cross a pedestrian crossing and does not show anticipation.
- Where an applicant fails to anticipate a cyclist approaching a parked vehicle where the cyclist will clearly have to change position to pass.
- Where an applicant fails to show anticipation to a vehicle reversing out of a driveway into the road.
- Where an applicant sees a Horse and Rider ahead and fails to anticipate that the animal may react adversely to the presence of the vehicle.
- Where the applicant sees a ball emerging onto the roadway and fails to show any anticipation of the fact that a child or children may follow the ball, unaware of any dangers.

Mirrors

An applicant 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, BE, or H.G.V. tests, the faults are recorded as 'Mirror' faults.

An applicant should make proper use of the Cyclops mirror on HGV's before moving away from the kerb, moving off in traffic, moving away from traffic lights or any other occasion where a tester deems it necessary.

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

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, or in these situations this is acceptable provided it is done correctly.

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

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

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

Clearance/Overtake Safely

An applicant should allow sufficient clearance to vulnerable road users, vehicles and objects, or a fault may be recorded for 'Clearance' as appropriate.

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

may almost touch.

Examples of 'Clearance' faults include:

- Not allowing sufficient clearance too: Pedestrians, Cyclists, Stationary Vehicles, Other Traffic, Other Objects, or a fault may be recorded for Clearance as appropriate.
- Not allowing extra clearance for a cyclist or a pedestrian on a wet/windy day.

Examples of 'Overtake safely' faults include:

- Where an applicant cuts in too soon after overtaking.
- Where an applicant attempts to overtake, or overtakes another road user, e.g., a jogger or a cyclist who is close to a junction when turning left.
- Where an applicant overtakes on the approach to a bend, or a hill, or on a narrow road.
- Where an applicant allows excessive clearance.
- Overtaking on the left-hand side for no apparent reason when traffic is moving freely on a two or more-lane carriageway.
- 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.

Signals

An applicant should give a correct signal in good time to inform other road users of their intentions, or a fault may be recorded for Signals as appropriate.

Examples of 'Signal' faults include:

No signal or late signal when.

- Moving off
- Overtaking
- Changing Lane
- At Roundabouts
- Turning Right / Left
- Stopping

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

A **misleading signal** to other road users is defined as:

- Having a left-hand signal on when turning right
- Having a right-hand signal on when turning left
- Having a left/Right-hand signal on too soon when turning where there is an

entrance or road before the turn the applicant intends to take, which could draw a vehicle out.

- When having a left-hand signal on too soon when taking the second or subsequent exit at a roundabout. (Only when there is someone to mislead)

Courtesy

An applicant 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.

Alighting

Before alighting from the vehicle, the applicant should ensure that.

- The ignition is switched off.
- Necessary observations are taken before opening the door. It is also in order if the applicant engages a low gear.

Progress

An applicant 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:

- Where an applicant stops too far back from the vehicle in front. (Not Position Stopping fault.)
- Where an applicant makes slow progress on the approach to a left or right turn, having been given a direction by the tester to make the turn.
- Where an applicant waits unnecessarily when e.g. turning left from a slip lane after misreading the main lights. (Also see React point 'j')
- Stopping 'short' at a junction for no good reason.
- Where an applicant fails to make reasonable progress while driving on the straight.
- Where an applicant does not avail of an acceptable gap in traffic to proceed.

Progress at Traffic Lights

Most progress faults incurred at traffic lights are due to an applicant's lack of knowledge or understanding of how to negotiate junctions controlled by traffic lights.

Examples of Progress at Traffic Lights & Appropriate Grades

- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights, the red light is on and they stop behind the line, a full green light comes on and the applicant remains behind the line but when an acceptable gap appears they complete the turn. **(G2)**
- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights, the full green light is on and they stop behind the line, an acceptable gap appears, and they complete the turn. **(G2)**
- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights, the full green light is on, and they stop behind the line. The applicant eventually moves into the junction and when an acceptable gap appears the applicant completes the turn. **(G2)**
- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights, the full green light is on and they proceed into the junction, they miss (e.g. 3) acceptable gaps to proceed, the red light comes on and the green arrow comes on. Applicant completes the turn. **(3 x G2)**
- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights, the full green light is on and they stop behind the line, the green arrow comes on with the full green light and the applicant completes the turn. **(G2)**
- Where an Applicant is intending to turn right is the 1st vehicle at the traffic lights and they stop behind the line at the Red light. The full green comes on and they stay behind the line, no acceptable gap to proceed appears, the light turns red, and no arrow comes on. Applicant does not proceed. **(G3)**
- Where an Applicant is intending to turn right is the 1st vehicle at traffic lights, the full green light is on and they proceed into the junction, no acceptable gaps to proceed appear, the light turns red, and no green arrow comes on. Applicant does not proceed provided it is safe to do so. **(G3)**
- Where an Applicant is intending to turn right at traffic lights, and they stop behind the line on the Red Light. The full green light comes on and they stay behind the line, no acceptable gaps to proceed appear, the light turns Red, the green arrow then comes on and the applicant completes the turn. **(G3)**
- Where an Applicant is intending to turn left or right at traffic lights, where the full green light and green arrow are on. Several vehicles in front complete the turn but when the green arrow goes out and the applicant stops behind the line on full green, the red light eventually comes on and the applicant misses the turn. **(G3)**

Other Examples of Progress at Traffic Lights

Where an Applicant is intending to turn left and is the 1st vehicle at the traffic lights and they stop behind the line. The full red light is on for Straight Ahead and a flashing amber arrow is showing for their direction, applicant waits for the full green light to come on before completing the turn. A fault may be recorded for “progress at traffic lights”.

Where an applicant waits at a stop line for a full green light when a green Arrow or flashing amber arrow is clearly visible to the applicant for the direction to be taken. A fault may be recorded for “progress at traffic lights.”

Where an Applicant stops on a Red Light and is intending to go directly ahead at a Cross Junction and does not proceed on the green light, missing the Full sequence a fault may be recorded for “Progress at Traffic Lights”. **(G3)**

Note: No fault should be recorded if the applicant decides to stay behind the white line at traffic lights on a green light (where there is sufficient space to move up) until the car in front clears the junction.

No fault should be recorded if the applicant decides to take up position in the junction if there is sufficient space.

All faults should only be recorded once the manoeuvre has been completed.

Vehicle Controls

An applicant 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, or the appropriate fault should be recorded. Some controls require a degree of coordination and should be demonstrated smoothly by the applicant.

Examples of 'Vehicle Control' faults include:

- **Accelerator:** not applied/used properly or at the correct time, or excessive use for the conditions.
- **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.
- **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.
- **Footbrake:** non application of the footbrake, unnecessarily sharp application, or late application for the circumstances.
- **Handbrake:**
  - Not applied as appropriate on an incline/decline.
  - Not applying the handbrake when stopped for a period of time. (only where there are consequences i.e. vehicle rolling back/forward).
  - 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 test. On hill start, vehicle must be secured with its **Parking / Hand brake**, i.e. manual or electronic brake whichever is fitted. (See Automatic transmission section also p.)
- **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.
- **Secondary controls:** driving while condensation restricts visibility, or not using secondary control as required.

Speed

An applicant should adjust speed to suit road conditions and traffic conditions.

Examples Of Speed Faults:

Applicants could also incur a fault for not driving at the appropriate speed when.

- On approach to and when negotiating Roundabouts
- When approaching and Crossing-Junctions
- Approaching or taking a Left or Right-hand turn.
- On approach to Traffic Controls.
- Not complying with Speed Limits.

Traffic Controls

An applicant 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:

- **Traffic Lights:** Not stopping for a red light as required, including where a tester has to offer advice. This includes where an applicant 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 tester, having given reasonable time to the applicant to assess the situation, should say to the applicant, "**These lights appear to be out of order or faulty, proceed with caution".** In an extreme case it may be necessary to divert temporarily from the route by e.g. turning left.
- **Traffic Signs:** In all cases, the applicant should have a reasonable opportunity to see the sign on the approach. Where a 'STOP' sign is set back a distance from a junction, an applicant should stop at the Stop Line, (or where the Line should normally be.) but if the applicant stops at the Sign a fault should not be recorded.
- Where an applicant 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 an applicant does not comply with a Regulatory sign (which was clearly visible on the approach), the applicant 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 an applicant does not comply with a STOP/GO sign at road works, **a fault may be recorded for 'Traffic Signs.'**
- **Road Markings:** in all cases, the applicant 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 there are confusing or inappropriate road markings the tester should advise the applicant on the direction to be followed. A fault should not be recorded in this case.

Examples of 'Road Marking' faults include:

- Disregard for a Box Junction.
- Disregard for a continuous white line, but where an applicant is following behind a slow-moving vehicle and overtakes on a continuous white line **a fault should not be recorded** for 'Traffic Controls provided this is done in a safe and controlled manner. Where the applicant does stay behind the slow vehicle because of the continuous white line, a fault **should not be recorded** for 'Progress.'
- Where traffic lanes are marked and an applicant straddles the lanes, a fault **should not be recorded** for 'Road Markings' (see position in traffic lanes (page 6). However, where a continuous white line is marked on a bend and an applicant drives in an incorrect position, and also breaches the line unnecessarily, a **fault may be recorded** for 'Road Markings' only in this case.
- Where an applicant 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 an applicant encroaches on the oncoming lane, a fault may be recorded for 'Road Markings.
- Where an applicant follows an incorrect position at a right- or left-hand turn, and breaches the road markings in the process, a fault should not be recorded for 'Road Markings.'
- Where an applicant 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.
- Disregard for the stop line.

Notes:
Where an applicant 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.' (page 6)

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 incorporate a pedestrian crossing area, are recorded as 'Traffic Light' faults. Where an applicant 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" and not Progress in this case.

School Wardens

Applicants must comply with signals given by School/Traffic Wardens.

Gardaí

Applicants must comply with signals given by a Garda.

Cycle Lanes

Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road.

Bus Lanes

Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road Markings'. Where an applicant encroaches unnecessarily for a distance on a bus lane, a fault may be recorded as appropriate, other than all Category D. Testers should advise applicants to use bus lanes were provided however no faults are recorded for the non-use of bus lanes.

Right of Way

An applicant should understand the requirements of yielding Right of Way to other Road Users and to ensure they do so appropriately, or a fault may be recorded for 'Right of Way.'

Examples of Yield Right of Way Faults Include:

- Failing to yield right of way moving off which results in following traffic having to alter their speed or direction.
- Failing to yield right of way changing lane which results in following vehicles having to alter their speed or direction.
- Failing to yield right of way as required to other traffic when overtaking parked vehicles.
- Failing to yield right of way to other road users when turning left or right or when crossing junctions which results in other vehicles having to alter their speed or direction.
- Failing to yield right of way to other traffic as required at roundabouts.

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.

Reverse

An applicant should reverse the vehicle in a competent manner, taking all necessary observations and allowing the right of way as required, or a fault may be recorded for 'Reverse' as appropriate. Having reversed around the corner, the applicant should continue reversing in a straight line for approximately 3 Car Lengths (for Cat B). All faults which occur during the reverse manoeuvre should be recorded opposite 'Reverse' on the Tablet device/ Report Sheet.

All Category 'B' reverses, including vans, should be along the left hand kerb.

On HGVs (Heavy Goods Vehicle) and Category B (Vans) vehicles the Tester must be outside the vehicle for the reverse manoeuvre. Before alighting, testers should check that the parking brake is applied.

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Examples of 'Reverse' faults include:

- Where an applicant causes another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right of Way', (not both, for the same instance). This includes any other occasion where an applicant needs to reverse except while parking.
- Where an applicant requests to repeat the reverse manoeuvre due to being out of

position or for traffic reasons this request should be allowed. However, the applicant may have incurred a fault at this point which should be recorded. Where the vehicle is seriously out of position and the applicant requests another attempt the applicant should be told that "it won't be necessary."

- Where a Category 'B' applicant reverses along the right-hand kerb due to a misunderstanding a fault should not be recorded. The tester should clarify to the applicant the reverse manoeuvre which was requested.
- On Cat B (car tests only) direct observations are required. (see definition in **Notes** of direct observations below)
- On HGVs/Vans where an applicant does not make adequate use of their mirrors a fault may be recorded. The fault should be recorded opposite 'Observation' (Reverse).
- Where an applicant 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 an applicant requests permission to clear the windows or adjust their mirrors it should be granted.
- In addition to observing the applicant, the tester should also observe the road and traffic situations at appropriate points during the manoeuvre.
- Use of video or audio devices whilst reversing is acceptable, if used in ***addition*** to the required observation.
- Direct observations are defined as taking appropriate observations to the front, sides, and rear of the vehicle, including blind spots.
- The manoeuvre should be completed before any fault is recorded; only one fault may be recorded under each aspect regardless of how many times a particular type of fault occurs on the reverse.

Turnabout

An applicant should turn the vehicle around on the road in a competent manner, taking all necessary 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'. A fault **should not be recorded** where an applicant turns the steering wheel while the vehicle is stationary (i.e. "dry" steering).

The manoeuvre should be completed before any fault is recorded; only one fault may be recorded under each aspect regardless of how many times a particular type of fault occurs on the Turnabout.

Examples of 'Turnabout' faults include:

- Where an applicant 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'.
- Where an applicant causes another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right of Way'. (and not both for the same instance).

Notes:

- In addition to observing the applicant, the tester should also observe the road and traffic situation at appropriate points during the manoeuvre.
- Use of Video or Audio devices when performing the manoeuver is acceptable if used in ***addition*** to the required observation.

Parking

An applicant should park their vehicle in a competent, legal manner while taking the required observations otherwise a fault may be recorded for “parking” as appropriate.

Examples of "parking" faults include:

- Parking on single or double yellow lines.
- Parking in a position which causes obstruction.
- Parking on or partially on a footpath.
- Parking too far out from the kerb.
- Parking illegally e.g. disabled parking bay.
- Parking without taking the required observations.

Notes:
At the end of the test, if an applicant parks in an illegal or potentially dangerous position **the Tester should ask the applicant “are they satisfied with the parking position".** Where the applicant then moves the vehicle a fault other than a grade 3 may be recorded.

The use of ***"Park Assist"*** is not permitted.

No fault is recorded where a vehicle is incorrectly or illegally parked at the beginning of a test.

Automatic Transmission

On a vehicle with Automatic Transmission the right foot must be used for braking in normal driving, however use of the left foot is acceptable for braking whilst manoeuvering slowly in confined areas i.e. Turnabout/Reverse/Parking if done competently.

Where an applicant is using the left foot for braking, they should be advised that this is not acceptable and that the right foot must be used. If the applicant insists or continues using the left foot for braking the tester should return to the test Centre. A non-conducted report sheet should be completed and issued. (NG)

If the applicant changes to braking with the right foot but is not done competently the appropriate faults should be recorded. IF there is a Health and Safety risk then the test should be curtailed and a fail curtailed result issued.

Request for Assistance

Where an applicant’s field of vision is seriously obscured through no fault of the applicant, or in any other situation where assistance is required, it is **in order for the tester to give assistance.**

Danger or Potential Danger

Where a tester takes control of a vehicle either verbally or physically due to an emergency which is not the direct responsibility of the applicant, a fault may not be recorded in this case.

Where the applicant is at fault and the tester takes control either verbally or physically, a fault may be recorded as appropriate.

Motorcycles

A motorcycle applicant, in addition to complying with all the requirements, should perform a 'U turn' showing good control and taking good observations, and should perform a slow drive for at least 50 Meters, showing good balance. In addition, an emergency braking manoeuvre and avoid an obstacle exercise must be performed. The applicant should remove the machine from its stand, and should park the machine on its stand, or a fault may be recorded for 'Motorcycle' as appropriate. Use of a side-stand is acceptable. All protective equipment and helmet strap attachment should be secured.

Normal 'Observation' faults including 'Safety Glance' are recorded under observation Section on Tablet device/ Report Sheet.

'Safety Glance' faults are defined as not taking appropriate blind spot checks as necessary 'before moving off', 'before changing lane' and 'before turning right/left or in similar circumstances where it is deemed necessary by the tester.

Where a motorcycle is incapable of completing the U-turn due to a fairing, or on a narrow road, discretion should be allowed, including the use of a reverse gear, if fitted.

This section covers specific areas where faults can occur on Motorcycle tests along with the other aspects in the Driving Test Marking Guidelines

Motorcyclists are particularly vulnerable road users and are a unique category of vehicle, therefore a specific skill set is required to ride competently.

An applicant should demonstrate that they are capable of securing their motorcycle helmet correctly or a fault may be recorded under "Rules/Checks".

- An applicant should be capable of performing technical checks on the following, tyres, brakes, steering, emergency stop switch (if applicable), chain (if applicable), oil levels, lights, reflectors, indicators, audible warning device (horn), or a fault may be recorded under "Technical checks".
- An applicant should be capable of moving their motorcycle without the aid of the engine by walking alongside the vehicle for a distance, or a fault may be recorded under "Walk Alongside".
- An applicant should be capable of parking the motorcycle on/off its stand, or a fault may be recorded for "Park On/Off Stand". (Use of a side stand is acceptable).

SAFETY GLANCE

A “Safety Glance” is defined as the last check over either left or right shoulder to cover the blind spot area which cannot be seen in the mirrors before a change of direction is made.

A safety glance is required before moving off from the kerb, changing lane, turning right, or left, overtaking, at roundabouts or any other occasion when deemed necessary, otherwise a fault may be recorded for “Safety Glance”.

Examples of Safety Glance Faults:

- Where it is not taken at all.
- Not taken at the appropriate time i.e., too early or too late.
- There are occasions where a second Safety Glance is required i.e. Turning Right after a lane change, where a distance is travelled or a delay before turning between the two manoeuvres requires it.

An applicant who takes an inappropriate “Safety Glance” i.e. When too close to an obstacle which distracts from forward observation a fault may be recorded under “Reaction” in this case.

U–TURN

A motorcycle applicant should be able to perform a “U-turn” showing good control and taking good observations as required and yielding appropriately to other road users or a fault may be recorded for “U-turn”.

Examples of U-Turn faults:

- A Safety Glance not taken just before commencing the U-Turn should be recorded under “U-Turn observation not Safety Glance in this case”.
- When an applicant is unable to complete the manoeuvre in one movement, a fault may be recorded under U-Turn competently. The width of the road and the size of the motorcycle should be taken into account.
- When an applicant fails to Yield Right of Way as required a fault maybe recorded for “U-Turn Yield”
- Not demonstrating adequate balance while performing the U Turn.

SLOW RIDE

A motorcycle applicant should be able to perform a “Slow Ride” for at least 50 meters taking good observations and yielding appropriately to other road users while demonstrating good balance and good control of the accelerator, clutch and brakes, or a fault may be recorded for “Slow Ride”.

Examples of Slow Ride Faults

- Safety Glance not taken just before moving off during the slow ride, should be recorded under “Slow Ride: Observation” and not Safety Glance in this case.

- An applicant who demonstrates a lack of balance or who puts a foot down during the slow ride, may have a fault recorded under “Slow Ride: Control” and not “Balance at Slow Speed” in this case.
- When an applicant Fails to Yield Right of Way as required a fault may be recorded for “Slow Ride; Yield”.

Outside of the above manoeuvres a motorcycle applicant should be capable of showing good balance at slow speed or when turning throughout the test or a fault may be recorded for “Balance at slow speed or when turning”.

EMERGENCY BRAKING EXERCISE

An “Emergency Braking” exercise is conducted to assess a motorcyclist’s ability to deal with an emergency situation. The applicant should demonstrate their ability to quickly reduce speed from 55/60 km/h down to approximately 25 km/h by making proper use of the braking system and doing so in a safe and efficient manner or a fault may be recorded for “Brakes”.

Examples of Emergency Braking Faults:

- Where an applicant locks up the rear wheel a fault may be recorded for “Brakes.”
- Where inefficient use of the brakes results in the manoeuvre not being carried out effectively a fault may be recorded for “Brakes.”

OBSTACLE AVOIDANCE EXERCISE

The “Obstacle Avoidance” exercise is conducted to assess a motorcyclist’s ability to avoid an obstacle in a competent manner while demonstrating good observation, balance and steering technique or a fault may be recorded as appropriate.

Examples of Obstacle Avoidance Faults:

- Applicant does not take the required “Safety Glance” before moving out to overtake the obstacle, a fault may be recorded for “Safety Glance”.
- Applicant moves off to perform the “Obstacle Avoidance” manoeuvre and immediately takes up an overtaking position (i.e. middle of the road) a fault may be recorded for position on the straight.
- Applicant fails to Yield Right of Way as required.

DRIVING FAULT MARKING GUIDELINES REFERENCE CHART

Aspect	No mark is recorded 0% to 35%	Grade 2 (More Serious) 36% to 75%	Grade 3 (Dangerous or Potentially Dangerous) 76% to 100%
1. Rules/Checks This includes the door, mirrors, seat, seatbelt, head restraint adjustments as per the Preamble, it also includes Technical Checks, Hand Signals, helmet and protective gear adjustment for motorcyclists.	A Question not answered or incorrectly answered/ or deficient check.	3 or more questions not answered or incorrectly answered or deficient checks. A maximum of 1 fault may be recorded.	Not applicable.
2. Position	Slight infringement of Position on the straight, on bends, in traffic lanes, at cross junctions, at roundabouts, turning right, turning left, stopping, following traffic, or weaving slightly.	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.
3. Observations	Slight infringement when taking observation.	Not taking proper observation.	Dangerous/potentially dangerous lack of observation.
4. React to Hazards / Anticipate Others	Inadequate reaction to hazards. Inadequate anticipation.	Not reacting properly to hazards. Not anticipating correctly.	Failure to react to hazards. Failure to anticipate.

Aspect	No mark is recorded	Grade 2 (More Serious)	Grade 3 (Dangerous or Potentially Dangerous)

5. Mirrors	Slight misuse of mirrors.	Not using mirrors as and when required.	Not applicable when on the straight, or on 'B' car tests. Can apply to all HGV's and to category 'B' type vans and pick-ups, where direct observations could not be taken via the windows. Includes 'BE'.
6. Clearance	Slight infringement when passing by a pedestrian, cyclist, stationary vehicle, other traffic, or object.	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.
7. Overtake Safely	Overtaking near a hill, bend, or a narrow road. Allowing too much clearance.	Overtaking close to a hill, bend, narrow road, or junction. Allowing excessive clearance. Moving in too soon.	Overtaking dangerously close to a hill, bend, or on a narrow road. Dangerously cutting in.
8. Signals	Slight misuse of signal.	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.
9. Misleading Signal (Only applies where other road users are involved)	Slight misuse.	Misleading signal.	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.
Aspect	**No mark is recorded**	**Grade 2 (More Serious)**	**Grade 3 (Dangerous or Potentially Dangerous)**

10. Courtesy	Slight infringement.	Serious infringement.	Not applicable.
11. Alighting	Slight infringement.	Serious infringement.	Dangerous infringement.
12. Motorcycles	Slight inability.	Serious inability	Dangerously incompetent.
13. Progress	Slight inability / unwillingness to make progress.	Inadequate progress including at traffic lights. Causing obstruction.	Unnecessary delays or causing severe obstruction at traffic lights.
14. Vehicle Controls	Slight misuse of primary control. Inability to demonstrate a secondary control. Misuse of a secondary control during the practical test Slight lack of expertise in coupling/uncoupling. Inability to describe a technical check. Slight misuse of retarder/exhaust brake. **Motorcycles:** slight loss of balance when at slow speed or when turning.	Serious misuse of primary control. Inability to demonstrate 3 secondary controls. Serious misuse of secondary controls during the practical test. Inability to describe 3 technical checks. Inability to operate the retarder/exhaust brake as fitted to the vehicle Inadequate expertise in coupling/uncoupling. **Motorcycles:** Serious loss of balance when at slow speed or when turning.	Dangerously incompetent use of primary control. Completely unable to couple/uncouple units. Potentially dangerous lack of expertise when uncoupling or recoupling. Dangerous or potentially dangerous misuse of secondary controls during the practical test. **Motorcycles**: Dangerous or potentially loss of balance when at slow speed or when turning. Dangerous or potentially dangerous misuse of secondary controls during the practical test. Motorcycles: Dangerous or potentially loss of balance when at slow speed or when turning.
Aspect	**No mark is recorded**	**Grade 2 (More Serious)**	**Grade 3 (Dangerous or Potentially Dangerous)**

15. Speed	Slightly excessive speed	Excessive speed. Exceeding the speed. Limit.	Dangerously excessive speed. Willful disregard of speed limit.
16. Traffic Controls	Slight infringement.	Serious infringement.	Complete disregard, or where obstruction is caused in a bus, tram, or cycle lane.
17. Right of Way	Slight infringement of 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.
18. Reverse	Slight lack of: Competency (control, position, progress). Observation. Right of way.	Serious lack of: Competency (control, position, progress). Observation. Right of way,	Dangerous lack of: Competency (control, position). Observation. Right of way.
19. Turnabout	Slight lack of: Competency (control, position, progress). Observation. Right of way.	Serious lack of: Competency (control, position, progress). Observation. Right of way.	Dangerous lack of: Competency (control, position). Observation. Right of way.
20. Parking	Slight lack of: Competency (control, position, progress). Observation. Right of way.	Serious lack of: Competency (control, position, progress). Observation.	Dangerous lack of: Competency (control, position). Observation. Illegal Position.

Working To Save Lives

VISION ZERO
Our journey towards Vision Zero
End all deaths and serious injuries on our roads by 2050.
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