

# **Driving Test Success PRACTICAL**

## ***User Guide***

Version 1.0

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## About Driving Test Success PRACTICAL

If you are currently learning how to drive then you have joined the ranks of over one million other people that attempt to do so each year. Yet out of those one million only 44% will pass their test first time. More shocking though are the statistics regarding accidents. Nearly 38,000 people are killed or injured each year due to an accident involving at least one driver with less than two years post-test experience. Although not meant to worry you, both of these figures highlight two important facts: 1) When it comes to driving you can *never* learn too much and 2) The more you learn, the better chance you will have of passing and the better driver you will be in the long term.

Driving Test Success PRACTICAL isn't meant to take the place of a regular driving instructor. Nor is it meant to replace any of the publications available from the Driving Standards Agency. What it does do however is visually guide you through over 100 different road situations. It will place you inside a virtual 3D car which is entirely under your control as you work your way through 8 different Modules, each targeting specific driving tasks.

By using Driving Test Success PRACTICAL you can practise in the comfort of your own home and then apply what you have learnt on the road with your instructor. This guide will take you through the process of using the software, learning what the various icons mean and how to control the car and ultimately how to tackle each module.

The Driving Test Success PRACTICAL team wish you all the best with your driving test and hope you benefit from our software.

“Safe driving for life”

## Introduction

By the time you have finished working through this manual, you will have become an accomplished user of the Driving Test Success PRACTICAL software and will have passed each of the Modules on offer.

Driving Test Success PRACTICAL is not a game. You may be familiar with various racing games available for the PC and consoles in which you tear recklessly around courses at break-neck speeds, this is not something you will be able to do with Driving Test Success PRACTICAL, just as it's not something your driving instructor would allow you to do. The aim of this software is to help you learn, to place you in road situations you will hopefully be familiar with and to guide you through successfully negotiating them. A *Drivers Record* records your events as you proceed through the Modules and a Test Result is available at the end of each stage.

## Reasons for more Training

Why did we create Driving Test Success PRACTICAL? Take a look at the following statements and facts:

- Almost 38,000 road users are killed or injured each year in accidents involving at least one drive with less than two years post-test experience.
- In 2000, 12% of drivers involved in injury accidents were aged 17 to 21 and yet they accounted for only 7% of license holders.
- Currently, about 1.2 million practical car tests are taken each year and of these just under 44% pass first time, with a slightly lower pass rate for the under 21 year olds.
- There is ample evidence to show that the way many new drivers learn is unsatisfactory. Although the number of accidents involving learner drivers is low, too many are taking the test ill prepared.
- Hazard perception tests have been conducted and have demonstrated that novice drivers perform very poorly when their scores are compared with more experienced drivers.
- Driving test candidates frequently fail on observation at junctions and their use of speed. But those who practise frequently have higher pass rates, as do those who have experienced driving in the dark and in adverse weather conditions.
- Novice drivers are over-represented in single vehicle loss of control incidents, also in speeding accidents, during hours of darkness, while making right turns and certain kinds of overtaking.

- The character of accidents involving novice drivers indicates a general lack of all-round experience.
- There is a real need for learners to become self-reliant before they drive unaccompanied. Practise lessons (with a non-professional driver) are a valuable halfway house from supervised driving to driving alone.
- The DSA recommends that the best way to learn to drive is to have regular planned lessons with a good professional instructor, and by having as much practise as possible.

## **Program Objectives of Driving Test Success PRACTICAL**

The aims of Driving Test Success PRACTICAL are:

- To give an informed overview of the whole process of learning to drive, this in turn gives the learner a perspective on their training progress to date.
- To consolidate the lessons learnt from driving lessons given by professional ADI instructors, by:
  - Introducing the car controls and their functions which can be studied at your own pace.
  - Reinforcing the pre-drive checks, through repetitive usage, until they become second nature.
  - Reinforcing the importance of the MSN and PSL routines through simulated driving scenarios.
  - Strengthening the need for safe driving attitude through simulated hazardous conditions.
- To give the learner safe, progressive driving lessons that can be paused, analysed and understood.
- To give the learner a simulated experience of driving on a motorway, which learner drivers are not allowed.
- To accelerate the process of becoming a safe and considerate all-round driver, saving time and money.

## Installation Guide

Note: For assistance on installing and running Driving Test Success PRACTICAL, please refer to the Technical Support section of the manual.

### To install Driving Test Success PRACTICAL using Windows 98/Me/2000/XP AUTOPLAY:

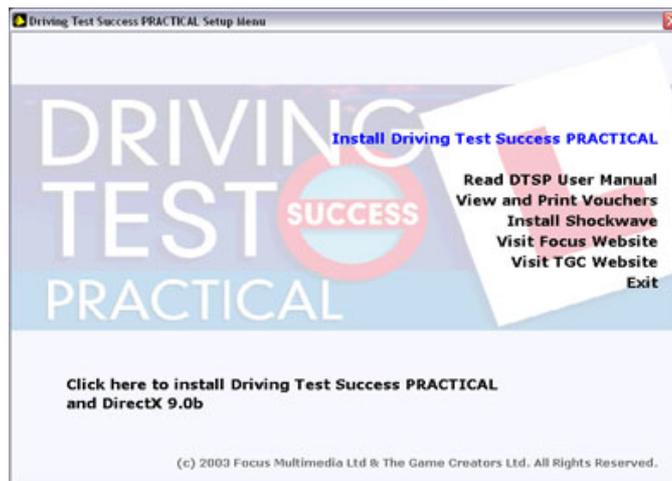
1. Insert the Driving Test Success PRACTICAL disc into your CD-ROM drive and allow time for it to start spinning properly.

If for some reason the CD does not Autoplay when you insert it into your PC then you may manually install the software by following the steps below.

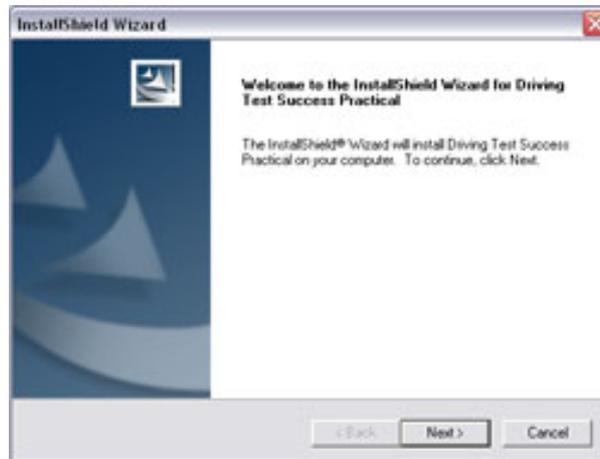
### To manually install on Windows 98/Me/2000/XP:

1. Insert the Driving Test Success PRACTICAL disc into your CD-Rom drive.
2. Click on the START button and select the RUN option on the menu
3. Select BROWSE and go to your CD-ROM drive.
4. Double-click on the "SetupScreen.exe" file. This may appear as "SetupScreen" on some systems, but will always have a CD icon before it.
5. Click OK.

You will be presented with the following installation screen:



Click on the "Install Driving Test Success PRACTICAL" menu option. The InstallShield wizard will now appear:



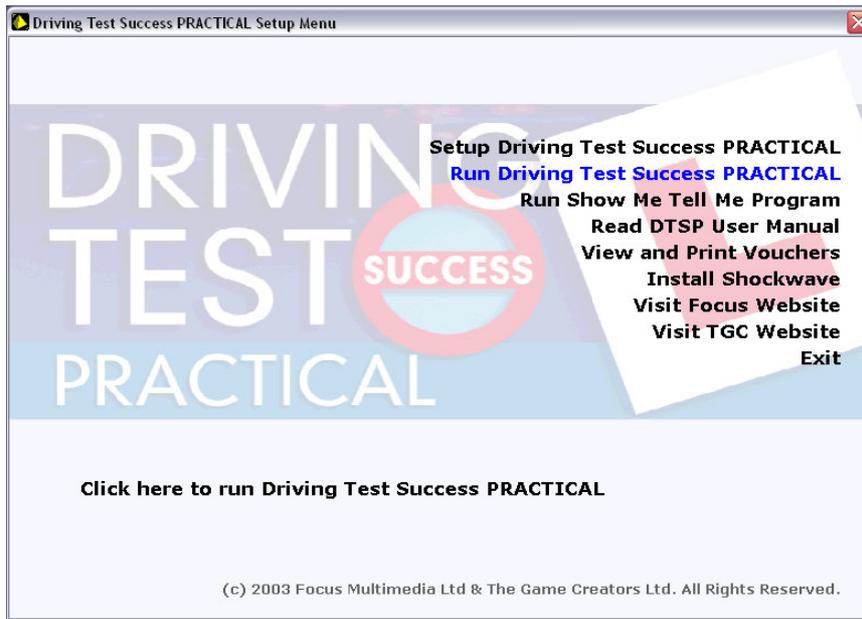
To start the installation process click the “**Next**” button. You will be shown the licence agreement. Once you’ve reviewed it click “**Yes**” to agree and continue. Do the same for the Disclaimers.

You will now be given a choice between the Full or Minimum Installations. A full installation will take up 658 MB hard drive space and require a lot less accessing of the CD. A Minimum installation will take only a couple hundred MB hard drive space but the videos will be loaded from the CD which means the response time of the program may be reduced. Select the option more suitable for you and click “**Next**”.

You will be asked for a location to install the program to. Either leave the default one or click the “**Browse**” button to pick a new directory. Once you have finished setting the installation directory click the “**Next**” button.

Driving Test Success PRACTICAL will now be installed. At the end of the process you will be prompted to install DirectX 9.0b. If you do not already have this, click “**Yes**” and again follow the prompts. Otherwise click “**No**”.

When installation has finished you will be presented with the following start-up screen:



From here you can start Driving Test Success PRACTICAL by clicking on the menu option: "Run Driving Test Success PRACTICAL".

You can also run the set-up program again should you wish to repair a damaged installation or remove Driving Test Success PRACTICAL from your PC.

**To uninstall through the AUTORUN feature:**

1. Insert the Driving Test Success PRACTICAL disc into your CD-Rom drive.
2. When the AutoPlay window pops up, click on "Setup Driving Test Success PRACTICAL".
3. Follow the on-screen instructions to complete the uninstall process.

## **Disclaimers**

### **General**

This product is not a simulation and will not teach you to drive or steer - that is not what it is about. This product is meant to support the knowledge and skills you will acquire with your approved driving instructor.

Driving Test Success PRACTICAL is not a simulation of learning to drive, and as such will not teach you how to drive a car - that is not what it is about. You will learn how to drive a real car in the real world with an Approved Driving Instructor.

### **Braking to a stop**

In some sessions of DTSP you will be asked to stop the 3D car. You will do this by pressing the clutch pedal icon only. In these cases, the single click is the equivalent of pressing both the clutch and brake pedals. So don't be misguided in thinking that a real car stops by just pressing the clutch pedal - you need progressive braking, followed by the clutch being pressed just before the car stops.

### **MSM**

In DTSP we do enforce the MSM routine. In real life, you are expected to check your mirrors a final time just before you start the Manoeuvre part of MSM. Enforcing this extra mirror check would have made controlling the car in DTSP very difficult, so you are not expected to do this in the 3D World.

### **Driving Sessions**

The driving sessions in this CD Rom do not represent a driving lesson plan. They are categorised to cover the majority of key driving issues. Lessons with an Approved Driving Instructor will progress differently based on your speed of learning and the roads in your local area.

### **Moving Off**

In the real world you will always be expected to perform the POM routine (Prepare, Observe and Move). To make your learning experience quicker in DTSP, the POM routine will randomly come up. So you get time to practise and learn it when it comes up, and it ensures you progress through the program quicker when it doesn't.

### **The Information Centre**

Information on companies, websites, products and prices may change after the date this program has been published and are only given as a basic guideline to obtaining further information.

## **The Videos**

In the instruction videos and the introduction video:

None of the actors are meant to copy or resemble real-life people. Any kind of resemblance is unintended and purely coincidental.

None of the instruction videos are meant to copy or resemble official driving lessons as would be given by an approved driving instructor or driving school.

Any kind of resemblance is unintended and purely coincidental.

## **Module 1**

Information on car controls does not include all the many possible variations found throughout the automotive industry. None of the images or controls are meant to copy real life or manufactured parts. The car controls under discussion only represent what are known as the commonly understood basic controls and instruments.

## **Modules 2 to 7**

World scenery - none of the 3D scenes are meant to copy or resemble real world places: neither the towns, buildings, vegetation, junctions nor roads. Any kind of resemblance is unintended and purely coincidental.

3D Model people - none of the 3D people in the driving scenes are meant to copy or resemble people in the real world. Any kind of resemblance is unintended and purely coincidental.

3D Model vehicles - apart from the training car which is based upon a Vauxhall Corsa, none of the model vehicles in the 3D scenes are meant to copy or resemble those of any manufactured vehicles. Any kind of resemblance is unintended and purely coincidental.

Vehicle Number plates - None of the number plates that appear on model vehicles are meant to copy or resemble genuine number plates. Any kind of resemblance is unintended and is purely coincidental.

Road Signs - Whilst many road signs have been based upon official DTLR sources for the purpose of road scenery completeness, all of the direction signs that include destinations such as the names of towns and cities, and the numbers of roads or motorways are invented ones and any resemblance to real life direction signs is unintended and purely coincidental.

Whilst driving the difficult and complex manoeuvres in the 3D world you will not be required to carry out as many observation checks as is necessary in real life. This is to enable you to steer the car accurately.

### **Module 8 Driving Test**

The driving test in Module 8 is not meant to copy or resemble the official practical DSA driving test. Any resemblance to a real life driving test is unintended and purely coincidental.

### **Other Disclaimers**

The included Show Me Tell Me program is not claiming to be 100% accurate to the DSA official line of question and answers as used in their practical driving test. Nor will learning and knowing all of its contained information guarantee a pass in the practical driving test.

## Getting Started

To start Driving Test Success PRACTICAL after installation you should do the following:

1. Click on the **Start** button.
2. Click on the **Programs** menu option (on Windows XP this might be called "All Programs").
3. Click on the "**Driving Test Success PRACTICAL**" menu.
4. Click on the "**Driving Test Success PRACTICAL**" program icon.

The Driving Test Success PRACTICAL icon looks like this:



Once Driving Test Success PRACTICAL has started you will be shown an introductory video. Having watched this you need to create yourself a special login for the program. This will allow you to create a user account against which all of your details and progress will be held. It means you can come back to Driving Test Success PRACTICAL and continue from where you left off previously.

Initially the "Login" window will be blank as shown below:



To create yourself a new training session simply click in the "**Login**" box at the top and enter your name. You can enter up to 30 characters here. When complete press the RETURN (or Enter) key on your keyboard and then click the **OK** button.

A new driver's log will be created and will now open on-screen for you to see.

You can navigate through the Driver's Log by clicking on the 5 tabs at the top (Introduction, Personal, Training, module and Test Report). The Driver's Log always opens on the Introduction tab.

Click on the "**Personal**" tab to continue. Here we will fill in some details about ourselves. The first three fields have been filled in for us already, but we can edit the details from "Eyesight tested and proven" onwards. If you have had your eyesight tested recently then hover the mouse over the word "No" and you will notice the whole line is highlighted in blue. Click once with the left mouse button and it will change to "Yes".

Using this technique fill out as much of the information as you can at this time. If you have not yet obtained your provisional licence or have a driving instructor, do not worry – you can always come back and change these details at any stage in the future.

When you're done click on the **Close** button.

You will now see the Main Menu. This is where everything within Driving Test Success PRACTICAL takes place. At a quick glance you can determine which Modules you have attempted and completed and you are also able to access the Program Options, Videos, your Driver's Record, the Help pages and Exit the program.



In the picture above you can see that the driver has attempted Module 1 and has passed 18 out of the 20 sections contained within it. They have also completed 4 out of 5 parts of Module 2 and so on.

Initially your Main Menu display will look as if you haven't actually done very much – but that's because this is just the beginning. As you progress through the Modules you'll see the numbers start filling out and within no time you will be able to look back at this screen and feel confident that you have completed everything there is on offer.

The manual will take you through every session in every module providing instructions, objectives and hints and tips along the way.

## The Screen Layout

Driving Test Success PRACTICAL is designed to be as easy to operate as possible. As you move your mouse around the program various icons, buttons and options will react to the mouse pointer. For example in the Main Menu (shown below), if you hover the mouse over one of the Module bars it will high-light the text of the bar in yellow. This principal is used throughout the program and all icons and buttons will react in a similar way.

You will spend most of your time in the driver's seat so it's good to get comfortable with this area in advance. When driving the car in Driving Test Success PRACTICAL the typical in-car view is as follows:



In this example screen shot there are three main areas: The driving icons, the dashboard and the road.

## **The Driving Icons**

In the bottom left of the window you can see 12 small icons and two buttons (External and Mirrors). Not all of the icons may be available all of the time. Those icons that appear darker (or greyed-out) cannot be clicked.

When instructed you should click on the relevant icons to perform the required action. For example if told to indicate right you should click on the right-facing indicator icon on the icon panel.

There are keyboard short-cuts and detailed explanations of all of the icons in the “Module 2 – Section 1” part of the manual. Don’t worry about learning all of the icons now, you will be introduced to them all in both the manual and Driving Test Success PRACTICAL, but at least now you know where they will appear and their basic functions.

## **The Dashboard**

The dashboard in your car will react just like a normal car would. When you accelerate the revs and miles per hour counter will increase. When you indicate you’ll see the indicator lights flash. Pay good attention to your dashboard, it could mean the difference between passing and failing a session.

## **The Road**

Finally we have the road. Here is our 3D environment in which you will be driving. Although it’s impossible to recreate an entire living breathing town inside of your computer, Driving Test Success PRACTICAL comes pretty close! As you drive through the sessions on offer you’ll experience hazard road conditions, school children running in front of you, police overtaking you at high speed, motorway and dual carriageway environments and plenty more. Keep your eyes on the road at all times.

You have now covered the main screen layout for the driving session sections of Driving Test Success PRACTICAL. There are other elements to the sessions including information windows, pop-up icons and fact sheets but a good general rule of thumb to follow is: if it’s outlined in a bright colour or changes colour when you move the mouse over it, you can probably click it!

## Driving Tips

As you progress through the modules on offer in Driving Test Success PRACTICAL you will have to start thinking more and more for yourself rather than just following the voice prompts. There are some key elements that will mean the difference between driving well and being forced to restart sessions over and over again. The following tips should help you:

**Speed:** Watch your speed! If you go too fast you are highly likely to lose control of the car and either collide with something or move into the opposite lane of traffic. There are various points throughout the driving sessions where speed is a crucial factor and ignoring the speed limits in place will result in failure.

**Mirrors:** Look at everything. By default you can press the space-bar or click the “Mirrors” icon to activate a “Mirrors check” (see the “” section on customising your keys). It is vital you get used to doing this. The mirrors are your ally on the road and you will need to use them in virtually every single driving session there is. Look in them frequently and carefully.

**Observation:** As well as checking mirrors you have the ability to turn your head to the left or right in order to survey the road. This allows you to check your blind spot or view down a road. It is essential you get used to doing this especially when performing the more advanced manoeuvres.

**Braking:** Unless the situation calls for it (i.e. an emergency stop) you should always brake gently and smoothly. There is no benefit in bringing the car to a screaming halt and if anything you could endanger or scare other road users. Apply the brake a little, ease off again and then apply it some more to bring your car to a controlled stand still.

**Road Signs:** The scenery in Driving Test Success PRACTICAL is very realistic and will depict standard housing estates, roundabouts, villages, hills and adverse weather conditions well. However it's not all there just for looks – pay careful attention to it. Road signs should be obeyed, watch out for other vehicles or pedestrians and be wary of potential hazards. You will encounter them all in your driving sessions.

As well as these general tips there are also “Hint” sections for nearly all of the sessions covered in this manual. Read through them carefully for assistance in completing a session.

## Module 1 – Getting to Know Your Car

Before you can start out on the road, even the “virtual” one within Driving Test Success PRACTICAL, you need to learn how the car itself works. Although you may already appreciate what and where the clutch is for example, it is always helpful to know just what pressing the pedal is causing to happen “under the bonnet”. Arming yourself with this extra knowledge means you will be in a better position to respond to the feel of the controls when you understand exactly what it is you’re doing to the car.

More importantly the driving examiner will be looking out for your ability to demonstrate that you meet the required driving test standards and these checks include seeing if:

1. You know where to find all of the main car controls
2. You understand the functions of the car controls
3. You can use the car controls competently when driving
4. You exercise care when using the controls to minimise wear
5. You use the controls correctly, safely, smoothly and at the right time for the given situation and manoeuvre
6. You know how to carry out basic maintenance procedures

Module 1 will allow you to study the controls. It will expect you to try out all of their demonstrations and interactive options.

### An Overview of the Module Screen

The Module Screen is split into two halves. On the left hand side you can see the list of **Subjects** and on the right is the **Interactive Study Window** area.

There are 20 Subjects listed and we will cover each of them in the order they appear on the screen, starting with the Accelerator Pedal.

The important thing to remember about the right-hand portion of the screen (the Interactive Study Window) is that for each Subject you will be able to click on different images or icons, each helping to demonstrate the current Subject in a visual and audible manner. In order to pass this Module with 100% you need to ensure you have read and clicked on everything.

To move from Subject to Subject you move the mouse over the title of the Subject (listed on the left-hand side of the screen) and click once with the left mouse button. The Interactive Study Window will change to reflect the new

Subject. Proceed through all 20 Subjects in the same manner until you have reached and completed the final Subject (Fog Lights).

You will notice that as you move from Subject to Subject the **Status** will change. Initially the Status is set to “**Ready**”. This means you have not yet viewed the Subject.

When you click on a Subject the Status will change to “**Online**”. This is so you can tell which Subject you are currently viewing on the list.

If you move to another Subject without completing all of the tasks available to you then the Status will change to “**Viewed**”. When you reach the end of the Subject list if any of the Subjects still have a status of “Viewed” then you should go back and view them again because you may have overlooked something you needed to do (such as click on an image).

You can tell if you have done everything there is to do on a Subject because the Status will change to “**Studied**” to reflect this. Once all Subjects have a Status of “Studied” then you have successfully completed all of Module 1.

We will now guide you through the 20 Subjects.

### **Accelerator Pedal**

*The Accelerator Pedal is operated by the right foot and is positioned on the extreme right of the group of three foot pedals.*

Within Driving Test Success PRACTICAL you control the Accelerator with the Up Arrow Key. Either press the **Up Arrow Key** on your keyboard or use the mouse and click with the left mouse button on the far right image of the pedal.

You will notice the pedal depress and in the image of the rev counter below you will see the revs increase and hear the engine sound change accordingly. Once the pedal is not moving down any further and the engine is at its maximum revs you can press the Up Arrow Key again or click the Accelerator Pedal image to simulate raising the pedal and reducing the revs.

### **Brake Pedal**

*This pedal is operated by the right foot and is positioned in the middle of the group of three foot pedals.*

Within Driving Test Success PRACTICAL you control the Brake with the Down Arrow Key. Either press and hold the **Down Arrow Key** on your

keyboard or use the mouse and click and hold the left mouse button on the middle pedal image.

When you press the pedal you will notice two things happen. First on the image of the car you will notice the brake lights turn on, just like they would in a real car. The second thing to happen is on the dashboard below. When you first enter this Subject the revs and speed are set quite high. The two red needles indicating the revs and miles per hour respectively. As you hold down the Brake Pedal you'll notice these decrease. You will also hear the engine sound reduce. Hold the Brake Pedal down until the car is at a stand still.

## Clutch Pedal

*The clutch pedal is operated by the left foot and is positioned on the far left of the three foot pedals.*

You will see the animation of the two plates making and changing contact. In their initial state they are making full contact. The gear box and the engine are both fully connected. This is the state the car is in when you are driving without the clutch pedal depressed at all.

Click once on the Clutch Pedal image with the left mouse button. You will notice that the two plates now change position. This is known as the Biting Point, an occurrence you are probably already familiar with if you have had a driving lesson. Learning to sense when the biting point occurs is an important part of clutch control. Click the mouse once more. The two plates disengage even further. The plates are now even further apart and the image of the clutch pedal has been depressed further. Click once more and the plates will be at the maximum separation distance that they can be. This occurs when you have your foot on the clutch pedal and have it pressed firmly to the floor (when changing gear).

Click the clutch pedal image until the two plates have returned back together. You have now pushed down and raised the clutch pedal fully and completed this Subject.

## Gear Lever

*The gear lever enables you to change from one gear to another.*

In the Interactive Study Window you will see a photograph of a gear stick, a diagram showing the layout of the 5 different gears plus reverse and two blue buttons labelled "Raise Gear" and "Lower Gear".

Click with the left mouse button on the “**Raise Gear**” button. The photo of the gear stick lever will now animate to show the movement from neutral into first gear and the visual guide will also update. Be sure to read the text in the blue area under the gear level image which explains what each of the gears are typically used for. Click your way up through each gear until you reach 5<sup>th</sup> gear, reading the information on the way.

Now click the “**Lower Gear**” button and proceed down the gears until you reach Reverse. You have successfully navigated all the way through the gears. Before moving onto the next Subject ensure you click the red “**Video**” button. This will open a new window in which you can watch a visual presentation of changing gears. Click the Video button to start the video playing and once the video has finished, click the OK button to return back to Module 1. You can use this same procedure for any of the Subjects where you see the red “Video” button.

## Hand Brake

*The handbrake is usually floor-mounted behind the gear level. Its purpose is to hold the vehicle still when it has stopped.*

Here you can see a picture of a hand brake and two blue buttons labelled “Handbrake On” and “Handbrake Off”. By default the handbrake is in the “on” position (raised), so click once with the left mouse button on “**Handbrake Off**”. You will see the handbrake image change, turning the handbrake off. Click on the “**Handbrake On**” button to re-apply the handbrake. Be sure to read the information text regarding the handbrake and click the red “**Handbrake Video**” button to view the video for this Subject.

## Steering Wheel

*The steering wheel controls the steering mechanism which turns the front wheels in the direction you want to travel.*

In the Interactive Study Window you can now see your car, with its wheels moving as if driving forwards and two images. The two images are labelled “Steer Left” and “Steer Right”.

Hover your mouse over the “**Steer Left**” image and hold down the left mouse button. Keep the mouse button held down and watch the wheels of the animated car. You will see that the front two wheels turn to the left as they would on a real car. Also as with a real car there is only so far you can turn them. When they reach that point you will not be able to steer to the left any further. Now click and hold down the left mouse button on the “**Steer Right**” image. Make sure you steer the wheels all the way to the right. Keep clicking

on the left and right images until you are happy with the way the wheels respond. Ensure you read the information text provided and click on the red **“Steering Video”** button to view the video available on this Subject.

## Rear and Side Mirrors

*Most vehicles have an interior mirror and 2 side mirrors which give a view of the road behind and each side of the car.*

For this Subject we can see an overhead view of a car and two blue buttons labelled “Adjust Outwards” and “Adjust Inwards”. On the overhead view of the car you’ll notice three yellow strips extending from the mirrors on the car. The areas filled in yellow are the visible areas that you would be able to see if you were to look into the car mirrors. By default they will be in the optimum viewing position where you can best see what is around your car. However click once on the **“Adjust Outwards”** button with the left mouse button and see what happens. The illustration now changes to show that the yellow strips have separated slightly. By adjusting the mirrors in this way you have created an undue blind spot area. Click the button once again and the viewable area is becoming further apart. In this instance the side views do not reach behind the vehicle in a safe manner and instead are looking off to the sides.

Click the **“Adjust Inwards”** button with the left mouse button twice. You will notice the mirrors are changing back to their original state with each click. Now you are back to the default position, click the Adjust Inwards button again to see the opposite effect of badly positioned mirrors. You’ll see that the yellow areas are now starting to overlap. Click the button once more and you’ll notice that there is very little side view available at all.

This simple illustration highlights just how important it is to have your mirrors correctly positioned on your vehicle before driving.

## Driving Seat Position

*You cannot assume that the driver’s seat is perfectly set up for your body size, especially when getting in a training car.*

If you have had a driving lesson already then you will no doubt be familiar with the process of adjusting your seat. You do this not only to make yourself comfortable, but also to ensure that the car pedals can be reached easily without cramping your legs. Equally you do not want to be too far away from the pedals so that you cannot fully depress them when changing gear for example.

You will see an illustration of a person in a car and their hand and leg positioning. You'll notice that the feet do not touch the pedals properly and the arms are not comfortably reaching the steering wheel.

Click the blue "**Adjust Forwards**" button once with the left mouse button. This has simulated the effect of moving the car seat forwards in its position. You will notice now that the feet are correctly matched to the pedals and the arms reach the steering wheel without over-stretching. This is the optimum driving position. Click the "Adjust Forwards" button once more and you'll see the opposite. Here the driver is too cramped and would find driving in this position uncomfortable and potentially unsafe. Click the blue "**Adjust Backwards**" button once and the driver will return to the optimum driving position. Experiment with the two adjust buttons and read the accompanying text until you are happy with the concept of correct seat positioning.

## Seat Belts

*It is a legal requirement that the driver and passengers wear a seat belt, if one is fitted. A seat belt offence is a £500 fine.*

Here you can read and learn about the legal requirements for seat belts and who's responsibility it is that the law is adhered to. Please ensure you read all of the text presented here as you should never under-estimate the importance of seat belts in cars.

## Left and Right Indicators

*Direction indicators play a major role in road safety and communications between road users.*

On this screen you can see a photograph of the rear of a car and two images labelled "Left" and "Right". The images are of flashing indicators. After reading the explanation text click with the left mouse button on the **Left Indicator Image**. You will see the left indicator on the photograph of the car start to flash and hear an indicator noise playing. The left hand indicator of the car is now active. Click once more on the Left Indicator Image and you will turn the indicator off. Now repeat this procedure for the **Right Indicator Image** and observe the same thing happen for the right indicator of the car. Ensure you read all of the text presented on correct use of indicators.

## Key Ignition

*The ignition and starter are in one multi-position switch on most vehicles, but some cars have a separate starter switch.*

Quite often it's easy to ignore what the ignition actually looks like what with it usually behind hidden away under the right side of the steering column. However there are three different states the ignition can be in other than the key entry point.

On this screen is an illustration of an ignition and an image of a bunch of keys in a lock with the label "Activate" under them.

Click once with the left mouse button on the image labelled "**Activate**". When you do this the ignition illustration changes and you can now see a key in the lock. At this point the car engine still has not started, but you are now able to change the state of the ignition.

Click once on the "Activate" image. The ignition now changes into the first state. At this position you can turn on the radio, cassette or CD player if fitted.

Click again on the "Activate" image. The ignition is now in the second state which would bring on the instrument panel and various gauges or indicators depending on the type of car.

Click once more on the "Activate" image and you will hear the engine of the car start and see the ignition enter the final and third state.

You can click on the Activate image again to turn the engine off and descend down through the states.

## **Tyre Pressure**

*Your life depends on a few millimetres of tyre rubber, as the area of contact for each tyre is about the size of a shoe sole. Tyres will not grip properly and safely unless they are in good condition and correctly inflated.*

This screen displays both useful and legal information about the tyres on cars. It shows you how to check for wear and what might happen if you don't. Be sure to review all the information on offer here fully.

## **Head Lights**

*Headlights are used not only at night, but also in low lighting conditions such as rain, mist, fog, smoke, snow, spray, at dawn and dusk, during storms and whenever extra light is needed to see the way and for others to see you.*

In the Interactive Study Window you will notice a photograph of a car in a relatively dimly light setting. There are also two blue buttons labelled "Headlights On/off" and "Full/Dipped Beam".

After reading the text click once with the left mouse button on the button labelled “**Headlights On/off**”. This will have the effect of turning the headlights of the car in the photograph on and you will see the image changing accordingly.

Now that the headlights of the car are on you can click the button labelled “**Full/Dipped Beam**” with the left mouse button to toggle between the two different states the lights can be in. Keep clicking the button to swap between the two different beams (either full or dipped) until you are happy with the difference.

## Fuel Level

*Keep an eye on that fuel gauge on your instrument panel, and check it at the start of a journey, remembering it may not be accurate or completely reliable.*

This screen displays useful information about car fuel. It highlights the reasons why it’s a good idea not to let your fuel run low and things to check when filling-up. Be sure to review all the information on offer here fully.

## Engine Oil

*Without oil lubrication an engine can tear itself apart within a few minutes of driving off.*

This screen displays useful information about oil pressure and how to check the oil level. Be sure to review all the information here fully before proceeding.

## Car Horn

*Vehicles must be fitted with an instrument capable of giving audible warnings of approach.*

This screen displays useful and legal information regarding the horn on your car. There is also a blue button labelled “Horn” which you can click. Click once with the left mouse button on the “**Horn**” button to hear a typical car horn noise. You can click this as many times as you like in the safety of your own home without annoying or worrying other road users!

Be sure to review all the information presented here before proceeding.

## Engine Coolant System

*At 30 mph an engine can perform 60 fuel/air explosions a second in its cylinders, producing a tremendous amount of heat.*

This screen displays useful information about the temperature gauge and how to avoid overheating. Be sure to review all the information here fully before proceeding.

## Hazard Warning Lights

*Hazard lights are used to warn other road users when the vehicle is temporarily obstructing traffic.*

This screen displays useful information regarding the hazard warning lights fitted to your car.

You will see a photograph of the rear of a car and a blue button labelled "Hazard Lights". Click once with the left mouse button on the "**Hazard Lights**" button. You will see the hazard lights turn on. The lights will remain on and flashing until you click the button again.

Be sure to review all the information here fully before proceeding.

## Brake System Oil

*The braking system is one of the most important elements in driving safety.*

This screen displays useful information about the braking system and how to determine if you need to check the brake fluid levels or if there is something wrong with the braking components of the car. Be sure to review all the information here fully before proceeding.

## Fog Lights

*Fog itself doesn't claim lives. The general standard of driving in fog results in death and injury which could be avoided.*

This screen displays life-saving information regarding driving in fog.

You will see a photograph of a car in a dense fog environment. Next to this is a blue button labelled "Fog Lights". Click once with the left mouse button on the "**Fog Lights**" button. You will notice the fog lights turn on. Fog lights are deliberately bright and can dazzle other road users, so follow the advice given

on this screen with care. Click on the “Fog Lights” button again to turn the lights off.

**Well done!**

You have now completed Module 1 of Driving Test Success PRACTICAL and can proceed to Module 2 – Introducing the Car and the Basic Driving Skills.

## Module 2 – Basic Car Driving Skills

In this Module we're actually going to get into our virtual car and take it for a drive. The Module concentrates on the Basic Driving Skills. This includes the six pre-drive safety checks, the moving off routine and the safe halting of the car.

All of the things you learn in this Module will be used as you progress through the rest of Driving Test Success PRACTICAL.

When you enter Module 2 you will see the Training Sections on offer, the Pass rate required, your current Score and the Report status. Initially all of your Score rates will be 0%. This is because you have not yet attempted any of the Training Sections. As we progress through them you will see this reflected in your Score. In order to fully complete Module 2 you need to have a Score rate of 100% for each Training Section.

There are 5 Training Sections, they are:

- Section 1 - Introducing the car and the first drive
- Section 2 - Moving off and halting the car safely
- Section 3 - Braking safely – stopping distances
- Section 4 - Braking safely – separation distances
- Section 5 - Responding to all types of road signs

Move your mouse over the first item on the list (Introducing the car and the first drive), you will notice it becomes high-lighted. Click once with the left mouse button to select this Training Section. It will start automatically once it has finished loading all of the resources required by the section.

## **Section 1 - Introducing the car and the first drive**

### **Session 1 – Overview of the car controls**

You now get to see the 3D car you will be driving for the first time. After a quick fly-around you are placed into the driving seat of the car and the Training Section begins with an information window telling us that this Section will cover the car control panel and dashboard instruments. Click on the OK button to proceed.

#### **Introducing the driver training car**

The view will shift downwards slightly so you can see the dashboard of the car and a new information window appears informing you of the various elements. You will notice that this information window has a “Video” button. As with the previous Module, when you see the Video button you can click it to watch the related video. Click the Video button once with the left mouse button now to watch the Video. When the video has finished click the OK button to remove the Video Viewer window and return to the Section.

Click the OK button to bring up the next information window. This window tells us about the Main Car Controls. You will notice that there is another Video available regarding the Main Car Controls. As we did previously, click on the Video button to play the video (remembering to click OK on the Video Viewer window to return to the Section when you are done viewing). Ensure you read all the information on offer and click OK to proceed.

Following the same procedure as above – of reading the information and watching the videos you should progress through the Section step by step. You will cover the following topics (we’ve already done the first two):

- The Dashboard
- Main Car Controls
- The Steering Wheel
- The Main Car Pedals
- The Gear Lever
- The Handbrake

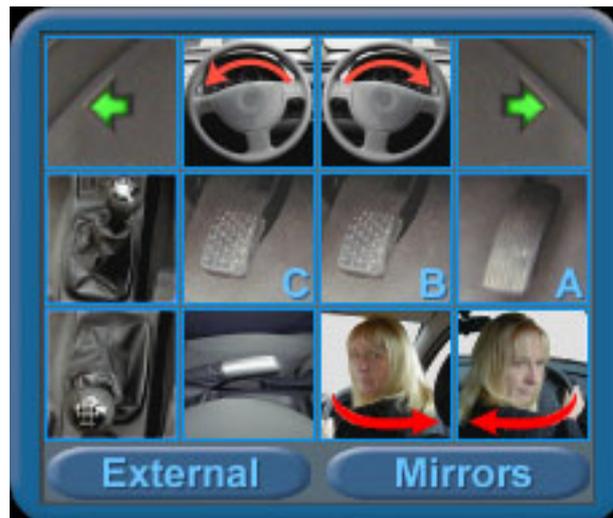
Once you have finished with “The Handbrake” information window you are presented with the Car Control Icons.

These are extremely important in Driving Test Success PRACTICAL and are used by you to control the car when driving. The icons will be displayed

towards the bottom left corner of the screen and will vary depending on the Training Section. Click the OK button to bring up the first set of icons.

### Overview of the main car controls and control icons

There are 14 icons in total. We will cover each one in turn now. Click the OK button to progress through each icon illustration.



The icons above are as follows (from top left, to right)

#### The Left Indicator Icon

How to Use:

- Click the icon once to switch the left indicator on.
- Click the icon again to switch it off.

#### The Left Steering Icon

How to Use:

- Single click once or twice to make a slight left turn.
- Click and hold the left mouse button down for a larger turn left.

Keyboard Equivalent:

- The **Left Arrow** Key

### **The Right Steering Icon**

How to Use:

- Single click once or twice to make a slight left turn.
- Click and hold the left mouse button down on this icon for a larger turn left.

Keyboard Equivalent:

- The **Right Arrow Key**

### **The Right Indicator Icon**

How to Use:

- Click the icon once to switch the right indicator on.
- Click the icon again to switch it off.

### **The Raise Gear Icon**

How to Use:

- Click the icon once to move up a gear.

### **The Clutch Pedal Icon**

How to Use:

- Click the icon once to activate the clutch pedal.

### **The Brake Pedal Icon**

How to Use:

- Click the icon once or twice for a small amount of braking.
- Click and hold the left mouse button down on this icon for a more progressive (longer) braking effect.

Keyboard Equivalent:

- The **Down Arrow Key**

### **The Accelerator Pedal Icon**

How to Use:

- Click the icon once or twice for small bursts of acceleration.
- Click and hold the left mouse button down on this icon for a steady and increasing acceleration.

Keyboard Equivalent:

- The **Up Arrow Key**

### **The Handbrake Icon**

How to Use:

- Click the icon once to activate the handbrake.

### **The Turn-Head Left Icon**

How to Use:

- Click and hold the left mouse button down on this icon to turn the driver's head to the left.

Keyboard Equivalent:

- The **< Key**

### **The Turn-Head Right Icon**

How to Use:

- Click and hold the left mouse button down on this icon to turn the driver's head to the right.

Keyboard Equivalent:

- The **> Key**

### **The External Car View Button**

How to Use:

- Click the button once to switch to the external view.
- Click the button again to return to the in-car view.

### The Check Mirror Views Button

How to Use:

- Click the button once and you will be shown all of the views in the rear, left and right wing mirrors.

Keyboard Equivalent:

- The **Space Bar** Key

## Section 2 - Testing out acceleration and braking control

Now we have familiarised ourselves with our car we will test out the acceleration and braking controls.

### Objective

The object is to try out the braking and to learn how to apply it correctly for any given manoeuvre and training situation.

### Instructions

You should accelerate to 30 mph and when instructed begin to brake, ultimately bringing the car to a standstill at the STOP signs and red arrow road marker. To start click with the left mouse button on the acceleration icon and keep holding the mouse button down until you pass the 30 mph road signs. Once you have passed the 30 mph signs listen out for the instructor telling you to click the brake icon. When this occurs you should click on the brake icon gradually and bring the car to a smooth stop. Make sure it stops just before the big red arrow visible above the road.

Your speed is limited to 30 mph and you do not need to worry about changing gears in this section. However you will still get an appreciation for the degree of control and concentration required in order to progress through Driving Test Success PRACTICAL.

### Hints

- The instructor will not tell you to brake until you are virtually level with the right-hand junction on the road so wait for this to occur.
- When instructed to brake, do not constantly hold down the brake icon until you stop. If you do then you will brake too early. Instead you should brake in small doses. Holding down the brake icon for a few seconds and then releasing it. Repeating until you stop the car just before the large red arrow and STOP signs.

- Remember you can use the Up and Down Arrow Keys to accelerate and brake instead of clicking on the icons.

### **Session 3 - Testing out steering on a figure-of-eight course**

Before you start please click on the Video button to watch the accompanying video. It will give you good advice on how to handle basic steering of a car.

#### **Objective**

To test out the steering and to learn how to steer accurately by driving the training car around a figure of eight shaped layout in a car park.

#### **Instructions**

To start you should press the Accelerator icon (or the Up Arrow key) until you have a consistent (but slow) speed. You will notice a large red arrow in front of you. When you reach this marker the instructor will advise you which direction to steer. Hold down the left or right steering icon accordingly to make the turn. The instructor will tell you to straighten up the car. To do this, simply release the steering icon and the steering wheel will reset itself to the centre. Repeat this process around the whole course, following the arrows and instructor as prompted.

#### **Hints**

- The key to this section is speed. Although you can accelerate up to almost 30 mph you will not be able to make it around the corners if you do so. Keep your speed low and controlled. If you find you are unable to make it around a corner in time without hitting the cones then you are probably going too fast.
- The instructor will tell you the right time to steer and to straighten up, if you try to pre-empt him you will find it's easy to steer into the cones or off the course. Listen out for his instructions carefully.
- When you steer around a corner you may find that once you have released the steering icon you are slightly veering to the opposite side. To counter-act this effect simply steer very slightly in the opposite direction until you are straight again. For example if you turned left around a corner and are facing too far into the left after straightening up, steer slightly to the right to adjust this.
- Remember you can use the Left and Right Arrow Keys to steer instead of clicking on the icons.

## Session 4 - Testing out reversing and steering in reverse

### 4.1 - Reversing in a Straight Line

#### Objective

To experience reversing the car in a straight line. You will also learn how to control the car accurately whilst reversing.

#### Instructions

The car has been put into reverse for you and you now have to accelerate and reverse between the road cones. You must stop the car close to the brick wall but not touch it. The head turn icons will help you look behind as you drive along in reverse.

1. Click the **Turn Head Left** icon to look behind you.
2. Click the **Accelerator** icon to begin reversing.
3. When prompted, press the **External** button to view your car from above.
4. As you near the final set of cones and the wall begin to click the **Brake** icon to slow yourself down.
5. Stop just before the wall without touching it.

#### Hints

- The key to this section is speed and observation. Keep your speed low and controlled. If you find you are unable to brake in time without hitting the wall then you are going too fast or braking too late.
- The External View helps you gauge your distance from the wall, keep reversing while in the External View mode and watch carefully for when you feel it's time to brake.
- Do not steer the car, it is already correctly lined-up.

### 4.2 – Reversing and Turning Right

#### Objective

To experience reversing and steering right - to learn how to control the car accurately whilst reversing and turning right.

## Instructions

The car has been put into reverse for you and you now have to accelerate, reversing between the road cones which will require you to steer to the right. You must stop the car close to the brick wall but not touch it. The head turn icons will help you look behind as you drive and steer in reverse.

1. Click the **Turn Head Left** icon so you can see behind you.
2. Press the **Accelerator** icon to begin reversing.
3. Press the **External** button to view your car from above.
4. When prompted click the **Steer Right** icon. Pay careful attention to the way the car is now moving.
5. When around the corner straighten the steering by releasing the steer right icon.
6. Continue reversing until you near the final set of cones
7. Click the **Brake** icon and brake gently.
8. Stop just before the wall without touching it.

## Hints

- The key to this section is speed and observation. Keep your speed low and controlled. If you find you are unable to brake in time without hitting the wall or cones then you are going too fast or braking too late.
- The External View helps you gauge your distance from the wall, keep reversing while in the External View mode and watch carefully for when you feel it's time to brake.
- Wait for the instructors' prompts before steering the car.
- If you are still in External View mode when you start to steer remember that it will appear to move the opposite direction because of the angle at which you are viewing the car.

## 4.3 – Reversing and Turning Left

### Objective

To experience reversing the car and steering to the left. To learn how to control the car accurately whilst reversing and turning left.

### Instructions

The car has been put into reverse for you and you now have to accelerate, reversing between the road cones which will require you to steer to the left. You must stop the car close to the brick wall but not touch it. The head turn icons will help you look behind as you drive and steer in reverse.



1. Click the **Turn Head Left** icon so you can see behind you.
2. Press the **Accelerator** icon to begin reversing.
3. Press the **External** button to view your car from above.
4. When prompted click the **Steer Left** icon. Pay careful attention to the way the car is now moving.
5. When around the corner straighten the steering by releasing the steer right icon.
6. Continue reversing until you near the final set of cones
7. Click the **Brake** icon and brake gently.
8. Stop just before the wall without touching it.

### Hints

- The key to this section is speed and observation. Keep your speed low and controlled. If you find you are unable to brake in time without hitting the wall or cones then you are going too fast or braking too late.
- The External View helps you gauge your distance from the wall, keep reversing while in the External View mode and watch carefully for when you feel it's time to brake.
- Wait for the instructors' prompts before steering the car.
- If you are still in External View mode when you start to steer remember that it will appear to move the opposite direction because of the angle at which you are viewing the car.

Congratulations – you have successfully completed the training car introduction.

## **Section 2 - Moving Off and halting the car safely**

### **Session 1 - Completing the six pre-drive safety checks**

This Training Session covers the six pre-drive safety checks, the moving off procedure and the standard stopping routine.

After reading the first information window click the OK button to perform the first pre-drive check.

#### **Pre-Drive Check 1 – Car Doors**

The first check is to ensure the car doors are shut. They must be checked, because if they are accidentally opened when the car is moving, they could cause a serious accident such as knocking down a cyclist. Click the OK button. You will see an image of a car with the doors open. Click the image to close the doors.

#### **Pre-Drive Check 2 – Seat Position**

The next pre-drive check is your seat position. This is important for safe driving and for your own comfort to minimise arm and leg strain and to ensure that you have the best all-round view. Click the OK button to start. You can click on the left and right seat icons to move the drivers' seat forwards and backwards. Do so until it is in a position you are comfortable with and then click the Lock icon.

#### **Pre-Drive Check 3 – Seat Belts**

This pre-drive check is for the car safety seat belts. By law, and for your own safety, you must wear a locked and secure seat belt at all times. Click the OK button to start. You will see an image of a loose seat belt. Click the image to fasten the seat belt.

#### **Pre-Drive Check 4 - Mirrors**

This pre-drive check is to set your two side and your rear mirror. A large part of the skill of safe driving is to maintain a good all round car observation. Apart from turning your head around in either direction, the mirrors are vital for your observations. The rear mirror and two side mirrors are used all of the time and so should be kept clean and properly aligned to give the best rear view of traffic. Click the OK button to start. Click each image in turn and notice how the mirrors have been adjusted to provide an optimum view.

### Pre-Drive Check 5 – The Handbrake

This pre-drive check is to ensure the handbrake is fully on. Make sure that the lever is in the up position with its button out. This secures the stationary car and stops it rolling on inclines. Click the OK button to start. You will see an image of a handbrake that is off. Click the image to set the handbrake on.

### Pre-Drive Check 6 – Neutral Gear

The final pre-drive check is to ensure that the gear lever is set in neutral before starting the engine. When it is placed in neutral the lever moves from side-to-side easily. Neutral gear will ensure that the engine is disconnected from the wheels and therefore is safe to start. Click the OK button to start. You will see an image of a gear lever. Click on the image to view the neutral gear check (moving the lever from side-to-side).

Your pre-drive checks are now complete. You will be asked to complete all of these checks at the start of every Module. You are encouraged to get into a habit of doing them every time you get into the car. Click the Video button to watch the pre-drive check video and then click OK to continue with the Section.

## Session 2 - Completing the moving off procedures

Moving off has 3 parts – Prepare, Observe and Move. Read the information window fully and then click the Video button to watch the associated video. Finally click the OK button to begin.

### Instructions

1. Click the **Ignition** icon to start the engine.
2. Click the **Clutch** icon to push the clutch pedal fully down.
3. Click the **Gear Up** icon to put the gear lever into first gear.
4. Click the **Accelerator** icon to increase the revs.
5. Click the **Clutch** icon to bring the clutch pedal up to the biting point.
6. Click each of the 5 **Mirror** icons in turn to complete the observation.
7. You will be asked if you need to indicate – in this case there were no other cars or pedestrians around so click “No”.
8. Click the **Handbrake** icon to release the handbrake.
9. Click the **Clutch** icon to bring the clutch up and start the car moving.
10. Click and hold the **Accelerator** icon in order to increase speed.
11. When prompted, click the **Mirrors** button to check all of your mirrors.
12. You will be asked to move away from the kerb. Click the **Steer Right** icon to move, making sure not to go beyond the central white lines.

Well done – you have succeeded in moving off safely. Now we will go through stopping the car. You carry on from the same position on the road and speed as before.

13. When prompted, click the **Mirrors** button to check all of your mirrors.
14. As you near the group of shops on the left you will notice the red finish arrow above the road ahead. You will be prompted to **Steer Left** in order to stop. While doing this ensure you do not over steer onto the pavement.

You will now stop the car. Click the Video button to watch the video covering this procedure then click the OK button to attempt it yourself.

15. Click the **Mirrors** button to check all of your mirrors.
16. Click the **Steer Left** icon to steer towards the kerb, be careful not to get too close.
17. Click the **Brake** icon to slow the car. You must stop by the red arrow.
18. When you have stopped click the **Clutch** icon to disengage the clutch.
19. Click the **Handbrake** icon to apply the handbrake and secure the car.
20. Click the **Gear Down** icon to go into neutral gear.
21. Finally click the **Ignition** icon to switch the engine off.

### Session 3 - Moving off at an angle and safe stopping

We will now attempt the same moving off procedure but this time from behind a parked vehicle.

This section may start by asking you a question – “Which pre-drive check do we do after the doors?” Pick the answer you feel is correct. If you get it wrong you will be taken through the pre-drive check sequence again.

#### Instructions

1. Follow the “Moving Off” procedure (as shown above).
2. Click and hold the **Accelerator** icon in order to increase speed.
3. The car parked in front of you needs to be passed with plenty of room. First click the **Mirrors** button to check all is clear.
4. Click the **Steer Right** icon to steer to the right leaving a good distance between you and the parked vehicle.
5. As you pass the parked vehicle click the **Mirrors** button again to check all is clear.
6. Click the **Steer Left** icon to steer back to the left again.
7. Follow the “Stopping the Car” procedure (as shown above).

You have now completed the second Section. This has covered moving off safely from behind a parked vehicle and bringing the car to a stop and secure

stationary position beside the road. Click the OK button to proceed to the next Section.

## Session 4 - Moving off on uphill and downhill gradients

### 4.1 – Moving off on a Downhill Gradient

When moving off on a downhill you should remember that gravity is always exerting a forward pull on the car. This means less revs are required by the accelerator and we may start off in second gear if the slope is steep enough. Maintaining a smooth clutch control of the car is vital. Click the Video button to watch the video relating to this topic and when you are ready click the OK button to proceed.

#### Instructions

1. Follow the “Moving Off” procedure, but take note that this time you will start the car in second gear, not first.
2. Click the **Brake** icon to release the brake and at the same time raise the Clutch.
3. Click and hold **Accelerator** icon in order to increase speed.
4. Click the **Steer Right** icon to pull away from the kerb and continue down the road.

### 4.2 - Moving off on an Uphill Gradient

On an uphill gravity exerts a force that pulls the car backwards down the hill. This means that hill starts will usually involve: (1) More engine revs by pressing the accelerator more (2) Bringing the clutch up further for greater power (3) Combining releasing the handbrake with a smooth moving off under full clutch and accelerator control (4) Now allowing the car to roll back at any time. Click the Video button to watch the video relating to this topic and when you are ready click the OK button to proceed.

#### Instructions

1. Follow the “Moving Off” procedure.
2. Click the **Accelerator** icon in order to increase the revs.
3. Click the **Handbrake** icon to release the handbrake.
4. Click the **Accelerator** icon to increase your speed.
5. Click the **Steer Right** icon to pull away from the kerb and continue up the hill.

You have now completed the whole section on moving off in a simple straight line, at an angle from behind a parked car, on a downhill and uphill.

## Section 3 – Braking Safely – Stopping Distances

### Introduction

This Training Section covers braking safely and stopping distances. This is the distance your vehicle travels from the moment you realise you need to stop to the actual moment it stops. This section will emphasize the relationship between reaction times and the braking distances. Read the information window fully and then click the OK button the start.

### Summary fact sheet about stopping distances

Information Fact Sheet – Stopping Distances. After viewing the fact sheet click the OK button to continue.

DRIVING TEST  
PRACTICAL

SUCCESS

INFORMATION FACT SHEET

ABOUT: Stopping Distances

Stopping Distance is the distance your vehicle travels from the moment you realise that you need to halt the car to the moment that the car actually halts. Stopping distance consists of thinking distance and braking distance. See the illustration to the right.



Speed (mph)	Thinking Distance (m)	Braking Distance (m)	Total Stopping Distance (m)	Total Stopping Distance (ft)	Total Stopping Distance (Car Lengths)
20	6	6	12	40	3
30	9	14	23	75	6
40	12	24	36	120	9
50	15	38	53	175	13
60	18	55	73	240	18
70	21	75	96	315	24

The chart above shows stopping distances for speeds from 20 mph to 70 mph

Ok

### Session 1 - Checking stopping distances when at 20 mph

#### Objective

To experience and learn the about the significance of stopping distances when braking at 20 mph.

## Instructions

1. Click and hold down the **Accelerator** icon until you reach 20 mph. You must reach 20 mph before you reach the end of the cones for this test to be valid, so don't let go of that accelerator.
2. When prompted to stop the car, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a stopping distance chart showing where you should have stopped and where you eventually ended up. If you did not manage to stop in time then you will be informed as such.

## Session 2 - Checking stopping distances when at 30 mph

After reviewing the stopping distances chart again, click the OK button to begin.

### Objective

To experience and learn the about the significance of stopping distances when braking at 30 mph.

## Instructions

1. Click and hold down the **Accelerator** icon until you reach 30 mph. You must reach 30 mph quickly for this test to be valid, so don't let go of that accelerator.
2. When prompted to stop the car, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a stopping distance chart showing where you should have stopped and where you eventually ended up. If you did not manage to stop in time then you will be informed as such.

## Session 3 - Checking stopping distances when at 40 mph

After reviewing the stopping distances chart again, click the OK button to begin.

## Objective

To experience and learn the about the significance of stopping distances when braking at 40 mph.

## Instructions

1. Click and hold down the **Accelerator** icon until you reach 40 mph. You must reach 40 mph quickly for this test to be valid, so don't let go of that accelerator.
2. When prompted to stop the car, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a stopping distance chart showing where you should have stopped and where you eventually ended up. If you did not manage to stop in time then you will be informed as such.

Congratulations on completing the third Training Section. Here you have learnt about the vital issue of car braking / stopping distances for various speeds.

## Section 4 – Braking Safely – Separation Distances

### Introduction

This fourth Training Section covers the important hazard awareness issue of vehicle separation distances. It is essential for every driver to be able to judge the safe separation distance to the vehicle in front in all road traffic and weather conditions. Read the information window fully and then click the OK button the start.

### Summary fact sheet about separation distances

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

### Session 1 - Checking separation distance when at 20 mph

#### Objective

To experience and learn the importance of the given separation distance when braking at 20 mph.

## Instructions

You should carefully watch the vehicle in front of you. You should accelerate and keep on accelerating until you see the brake lights of the vehicle in front of you come on. At this point hold the brake down until you have stopped.

1. Click and hold down the **Accelerator** icon until you reach 20 mph and hold it at that speed.
2. When the brake lights of the vehicle in front come on, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a separation distance chart showing where you should have stopped and where you eventually ended up based on your speed.

## Session 2 - Checking separation distance when at 30 mph

After reviewing the Separation distance chart again click the OK button to continue.

## Objective

To experience and learn the importance of the given separation distance when braking at 30 mph.

## Instructions

You should carefully watch the vehicle in front of you. Accelerate and keep on accelerating until you see the brake lights of the vehicle in front of you come on. At this point hold the brake down until you have stopped.

1. Click and hold down the **Accelerator** icon until you reach 30 mph and hold it at that speed.
2. When the brake lights of the vehicle in front come on, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a separation distance chart showing where you should have stopped and where you eventually ended up based on your speed.

### Session 3 - Checking separation distance when at 40 mph

After reviewing the Separation distance chart again click the OK button to continue.

#### Objective

To experience and learn the importance of the given separation distance when braking at 40 mph.

#### Instructions

You should carefully watch the vehicle in front of you. Accelerate and keep on accelerating until you see the brake lights of the vehicle in front of you come on. At this point hold the brake down until you have stopped.

1. Click and hold down the **Accelerator** icon until you reach 40 mph and hold it at that speed.
2. When the brake lights of the vehicle in front come on, click and hold down the **Brake** icon immediately until you have stopped.
3. Click the **Handbrake** icon to apply the handbrake.

You will then be presented with a separation distance chart showing where you should have stopped and where you eventually ended up based on your speed.

You have now completed the fourth Training Section. Here you learnt about vital hazard issues of maintaining a sufficient distance from the vehicle in front of you.

### Section 5 – Responding to all types of road signs

#### Introduction

Our final Training Section covers road signs. You will be placed with the car and shown 25 signs of different types in appropriate locations around a country town. Each question has a multiple choice answer designed to test your knowledge about the sign.

Each question is worth 4 points. A recommended score would be 88% or higher. So if you obtain 22 correct answers (or more!) then you have done well. Click the OK button to start the test.

For each question in the test you have numbered options (1 to 4) that correspond to the multiple choice answers. Click the red numbers at the bottom of the question window in order to give your answer to the question above them.

### Answers to the Test

The correct answers will now follow – please do not read this section until you have attempted the actual test at least once!

#### Knowledge test on simple junction traffic signs

Question 1	The Give Way Sign	Answer	3
Question 2	The Stop Sign	Answer	1
Question 3	Right Side Road	Answer	2

#### Knowledge test on complex junction traffic signs

Question 4	Staggered Junction	Answer	1
Question 5	The T Junction	Answer	2
Question 6	Left Side Road	Answer	1
Question 7	The Crossroads	Answer	4
Question 8	The Roundabout	Answer	3

#### Knowledge test on road bend traffic signs

Question 9	Road Bend Junction	Answer	4
Question 10	The Road Bend	Answer	3
Question 11	The Sharp Deviation	Answer	2
Question 12	The Double Bend	Answer	1

#### Knowledge test on road hazard traffic signs

Question 13	Road Speed Limits	Answer	4
Question 14	Pelican Crossing	Answer	3
Question 15	Road Pedestrians	Answer	3
Question 16	The Wild Deer Sign	Answer	2
Question 17	The Road Works	Answer	4

#### Knowledge test on more unusual traffic signs

Question 18	Special Sign 1	Answer	3
Question 19	Special Sign 2	Answer	1
Question 20	Special Sign 3	Answer	2
Question 21	Special Sign 4	Answer	3



Question 22	Special Sign 5	Answer	2
Question 23	Special Sign 6	Answer	1
Question 24	Special Sign 7	Answer	4
Question 25	Special Sign 8	Answer	4

You can re-take the test as often as you like until you have a pass rate you are happy with.

Congratulations – You have now completed Module 2. In this Module you were introduced to the virtual training car and shown around the cockpit. You were guided on a test track and were shown step by step how to move off and stop safely.

In the following Modules it will be assumed that you have grasped all of the knowledge and skills that you gained here in Module 2.

## Module 3 - Bends, Junctions and Roundabouts

### Introduction

This module concerns safe driving through road bends, junctions and roundabouts. In this module you will learn the importance of applying MSM and PSL to road junctions so that the car is always approaching at the correct speed and road position to pass through safely.

In the official practical driving test you will be watched carefully to see whether you observe road signs and road markings, especially on the approach to junctions. Your examiner will check to see if:

- You use the MSM routine when you approach every junction.
- You make a clear signal to let others know what you intend to do.
- You slow down without any harsh braking to the correct speed.
- You are able to judge the speed of other traffic at junctions.
- You watch out for oncoming traffic and stop and wait if necessary.
- You make effective observations of pedestrians and cyclists.
- You position the car correctly at junctions and turn correctly.

There are 5 Training Sections, they are:

- Section 1 - Introducing the M.S.M and P.S.L routines
- Section 2 - Encountering single and double bends
- Section 3 - Emerging and exiting at junctions
- Section 4 - Negotiating and turning at crossroads
- Section 5 - Turning and passing through roundabouts

### Section 1 - Introducing the M.S.M and P.S.L routines

In this section we continue the driving Section with a look at the fundamental driving skill called M.S.M. This is short for Mirror – Signal – Manoeuvre.

In conjunction with the M.S.M routine we will look at the P.S.L routine. This is short for Position, Speed and Look.

These routines are two of the most important driving skills that you will need to learn and master to become a safe and proficient driver in all situations.

## Session 1 - Learning the Mirror Signal Manoeuvre routine

After reading about the routine and watching the video do the following:

### Instructions

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. Complete the “**Moving Off**” procedure answering the questions as prompted.
3. **Accelerate** and pull away from the kerb.
4. Check your **Mirrors**.
5. **Indicate Left** and start to slow the car as you approach the junction.
6. As you near the junction **Steer Left** slightly to face the right direction.

### Hints

- Do not drive too fast, you will find it hard to keep the car under control and on the correct side of the road if you accelerate too much.

## Session 2 - Learning about the Position Speed Look routine

After reading about the routine and watching the video do the following:

### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb, checking your **Mirrors** as prompted.
3. **Steer Right** to ensure the car is lined up correctly on the road. Do not veer too far right or you will end up in the other lane.
4. Slow the car down, **Braking** gently.
5. Turn the Head Left in order to check you can turn safely.
6. **Steer Right**, keeping the car in the correct lane and check your **Mirrors** after you have completed the turn.

### Hints

- When you are trying to line the car up on the road, a good marker is that the central white lines should be lined-up with the middle of the steering wheel.

You have now completed the first Module 3 driving section.

## Section 2 - Encountering Single and Double Bends

This section of Module 3 deals with road bends and the Position – Speed – Look (P.S.L) routine.

### Session 1 - Assessing and driving through left bends

#### Instructions

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. Complete the **“Moving Off”** procedure answering the questions as prompted.
3. **Accelerate** and pull away from the kerb.
4. As you approach the first bend (which bends to the left) you should consider the P.S.L routine – **position** the car in the middle of the left hand lane. **Brake** gently so you do not take the corner too fast and use the **Mirrors** to look around you.
5. Using the same procedure take the second bend just as carefully. This time there is a parked car causing a minor obstruction so being in the right part of your lane is crucial, as is observation.

#### Hints

- It is important to be in the correct part of your lane. Stick too close to the left-hand side and you impair your already limited view. Go too far to the right-hand side and you are too close to other vehicles coming around the bend.

### Session 2 - Assessing and driving through right bends

#### Instructions

1. Complete the **“Moving Off”** procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. As you approach the first bend (which bends to the right) you should consider the P.S.L routine – **position** the car in the middle of the left hand lane. **Brake** gently so you do not take the corner too fast and use the **Mirrors** to look around you.
4. Using the same procedure take the second bend just as carefully. This time there is a parked car causing a minor obstruction so being in the right part of your lane is crucial, as is observation.

## Hints

- It is important to be in the correct part of your lane. Stick too close to the left-hand side and you will hit the parked vehicle. Go too far to the right-hand side and you are too close to other vehicles coming around the bend.

## Session 3 - Assessing and driving through a double bend

### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. As you approach the first bend (which bends to the left) you should consider the P.S.L routine – **position** the car in the middle of the left hand lane. **Brake** gently so you do not take the corner too fast and use the **Mirrors** to look around you.
4. Using the same procedure take the second bend just as carefully. This time there is a parked car causing a minor obstruction so being in the right part of your lane is crucial, as is observation.

### Hints

- Don't go too fast into the bend or you will over-steer and potentially crash the car.

## Section 3 – Emerging and Exiting at Junctions

This Section is about road junctions, how to approach them, and to pass through them safely.

At a junction you are emerging onto a new road and joining traffic, exiting from a major to a minor road, or just passing through on the same road.

### Session 1 - Emerging left and right from a T-junction

At the end of this road we will turn left via a Give Way T-junction to emerge onto a new road and join its traffic.

### Instructions

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. Complete the “**Moving Off**” procedure answering the questions as prompted.

3. **Accelerate** and pull away from the kerb.
4. **Assess the Junction.** As you approach the junction you need to check your **Mirrors**. You will notice a car behind you. **Indicate Left** and then **Brake** gently as you reach the Give-way sign.
5. **Turn your Head Left and Right** to check that the road is clear and pull out when it is safe to do so.
6. Perform a final check of your **Mirrors** and cancel your **indicator**.

### Hints

- Do not brake too fast or you will endanger the car behind.
- Do not pull out of the junction without first looking both left and right.

## Session 2 - Emerging Right from an Un-marked T-junction

### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. **Assess the Junction.** As you approach the junction you need to check your **Mirrors**. You will notice a car behind you. **Indicate Right** and then **Brake** gently as you reach the junction.
4. You need to pull away from first gear so following the prompts and apply the **Clutch, Hand brake, First Gear** and then increase the **Acceleration**, bring up the **Clutch**, check your **Mirrors**.
5. **Turn your Head Left and Right** to check that the road is clear and pull out when it is safe to do so steering to the right.
6. Perform a final check of your **Mirrors** and cancel your **indicator**.

### Hints

- Do not brake too fast or you will endanger the car behind.
- Do not pull out of the junction without first looking both left and right.

## Session 3 - Exiting a main road via a side-road T-junction

### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. **Assess the Junction.** As you approach the junction you need to check your **Mirrors**. You will notice a car behind you. **Indicate Right**

and then **Brake** gently as you reach the junction which is marked with a large red arrow.

4. **Turn your Head Left and Right** to check that the road is clear and **Steer Right** when it is safe to do so.
5. Perform a final check of your **Mirrors** and cancel your **indicator**.

### Hints

- Do not turn without first looking or you will hit the oncoming car.

## Session 4 - Approaching and emerging from a stop junction

### Instructions

1. **Accelerate** the car.
2. **Assess the Junction**. As you approach the junction you need to check your **Mirrors**. **Indicate Right** and then **Brake** gently as you reach the stop junction.
3. You have three Stopping Options at this point. Select which you would like to practise. If you are familiar with the stopping and moving-off procedures at junctions then you can opt for number 1, otherwise select either 2 or 3.
4. **Turn your Head Left and Right** to check that the road is clear and **Steer Right** when it is safe to do so.
5. Perform a final check of your **Mirrors** and cancel your **indicator**.

### Hints

- Do not forget to turn your indicator off.
- Make sure you do not stop too far back from the Stop sign or you will not be able to see to the left or right to judge if it is safe to go.

## Session 5 - Turning left at a Give-way junction on a bend

### Instructions

1. **Accelerate** the car and pull away from the kerb.
2. **Assess the Junction**. As you approach the junction you need to check your **Mirrors**. **Indicate Left** and then **Brake** gently as you reach the bend junction.
3. **Turn your Head Left and Right** to check that the road is clear and **Steer Left** when it is safe to do so.
4. Perform a final check of your **Mirrors** and cancel your **indicator**.

## Hints

- Do not forget to turn your indicator off.
- Keep to the left hand side of the bend junction and make sure you go forwards far enough to be able to see clearly the road without taking your car over the lines.

## Section 4 – Negotiating and turning at crossroads

### Introduction

Of all the types of road junctions you will encounter crossroads are reckoned to be accident black spots. This is because of the volume of traffic, complexity of junction lanes and the danger of facing vehicles who are turning right when we are turning right.

### Consideration of the issues of the crossroads junction

When approaching crossroads consider these:

- Are there lanes? Which lane should you be in?
- What do the road signs tell you about directions?
- Are there road markings you have to follow?
- Are the traffic lights now turning red or green?
- Are there pedestrians about to cross your lane?

### Session 1 - Turning left at a controlled crossroads junction

You will turn left at the crossroads. Apart from getting into the left lane and obeying the lights, the one hazard to turning left is the oncoming traffic that turns right in front of you.

### Instructions

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. Complete the **“Moving Off”** procedure answering the questions as prompted.
3. **Accelerate** and pull away from the kerb.
4. As you approach the first junction on the right, ensure that you check your **Mirrors, Indicate Right** and then **Steer Right** after checking the road is clear. Cancel your indicators.
5. You will now approach a traffic-light controlled junction. The lights are currently on red. Check your **Mirrors**, you will notice a car behind you. **Brake** gently and **Indicate Left**.

6. When the lights are green **Turn your Head** Left and Right to view the road and then pull out **Steering** to the left.
7. Perform a final check of your **Mirrors** and cancel the **indicator**.

### Hints

- Road positioning is everything. Too far left and you may over-steer when trying to correct yourself, too far right and you may hit oncoming traffic.
- Do not brake too fast or you will endanger the car behind.
- Do not pull out of the junction without first looking both left and right.
- Obey the traffic lights!

### Session 2 - Moving straight on at a controlled crossroads junction

All of the previous issues about approaching and being aware of traffic and hazards apply to this Section. There is the hazard of oncoming traffic turning right and crossing our route.

#### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. **Assess the Junction**. You can see traffic lights and traffic moving both left and right in-front of you. As you approach the junction check your **Mirrors**, there is a car behind you.
4. We are going straight on, so do not indicate but do **Steer Left** to move the car to the left-hand side of the lane and **Brake** gently.
5. At the junction **Turn your Head** Left and Right to view the road.
6. When the lights are green proceed ahead.
7. Perform a final check of your **Mirrors** and cancel the **indicator**.

### Session 3 - Turning right at a controlled crossroads junction

#### Instructions

There are two ways to turn right at a crossroads: (1) Facing any vehicles that are turning right (2) Going behind any vehicles that are turning right. Good eye contact and clear signalling is necessary if a mid-junction collision is to be avoided.

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.



3. **Assess the Junction.** We want to turn right but there are no road markings to follow here so we have to position ourselves carefully. To prepare for this check your **Mirrors** and then **Indicate** right. You should stop in the middle of the junction ensuring you don't block traffic approaching from in-front.
4. When it is safe to do so, perform the **Moving Off** procedure, check your **Mirrors** and **Turn your Head** Left and Right to check the road is clear.
5. Accelerate and **Steer Right**.
6. Once around the corner check your **Mirrors** and cancel your **Indicator**.

## **Section 5 – Turning and passing through roundabouts**

### **Introduction**

Roundabouts are like crossroads but with a central island. Unlike other junctions they have the purpose of keeping the traffic flowing. Roundabouts have multiple entrances and exits and so it is very important to observe and assess all of their signs, signals, road markings and traffic situation.

### **Approaching a roundabout with the M.S.M procedures**

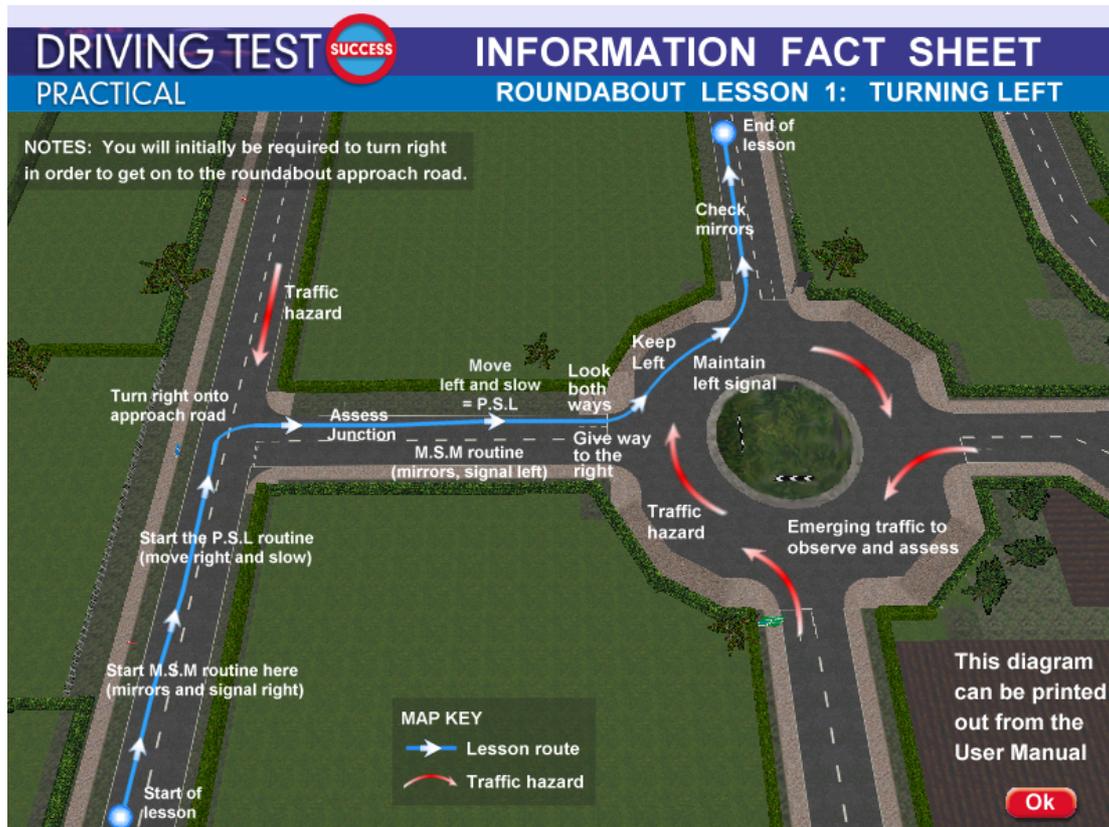
The principal rule to always remember when entering a roundabout is – always give way to the right. Getting into the correct road lane and staying in it through the roundabout is another vital routine to maintain.

All of the previous issues about approaching and being aware of traffic and hazards apply to this Section. There is the hazard of oncoming traffic turning right and crossing our route.

### **Session 1 - Turning left at a roundabout (with route map)**

After turning right at the next side road you will be on the roundabout approach road. Always approach a roundabout with the M.S.M routine and apply the P.S.L routine by getting into the correct lane.

The following diagram outlines the procedure and can be printed out for reference:



## Instructions

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. Complete the **“Moving Off”** procedure answering the questions as prompted.
3. **Accelerate** and pull away from the kerb.
4. You are going to turn right at the junction in order to get onto the roundabout, to do this as you approach the junction check your **Mirrors** and **Indicate Right**. When closer to the junction **Turn your Head Right** to check the road is clear and then **Steer Right** into the junction. Finally turn off your **indicator** and proceed forwards.
5. The roundabout is in-front of us and you are going to turn left. First of all check your **Mirrors** and you'll see a car behind. **Steer** slightly to the left to move to the left-hand side of the lane and **Indicate Left**.
6. Drive up to the line and use the **Turn Head** Left and Right controls to survey the road. You will see that it is quite busy! Once the traffic has gone and it is clear you will go through the **Moving off** procedure.
7. **Steer Left** and keep the car under control, do not veer into the wrong lane. When you reach the first exit, take it off to the left, check your **Mirrors** and cancel the **indicator**.

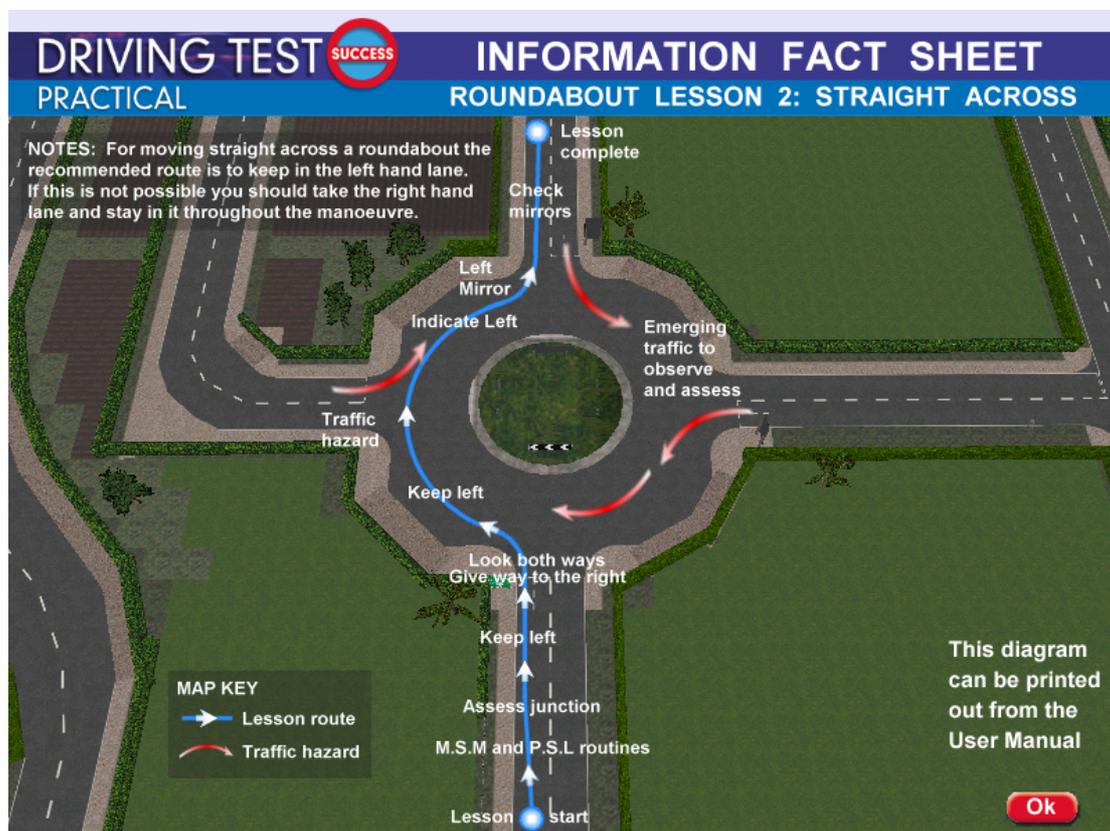
## Hints

- At the first junction do not drive too fast. You will overshoot the corner.
- Make sure you observe the road at the roundabout, failing to do so could cause an accident.
- Keep your indicator going until you have left the roundabout.

## Session 2 - Passing straight across a roundabout (with route map)

This time we take the second roundabout exit and so effectively go straight across. Traffic hazards will be at the first exit and in the right hand lane.

The following diagram outlines the procedure and can be printed out for reference:



## Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. The roundabout is in-front of us and you are going to drive straight across. First of all check your **Mirrors** and you’ll see a car behind.

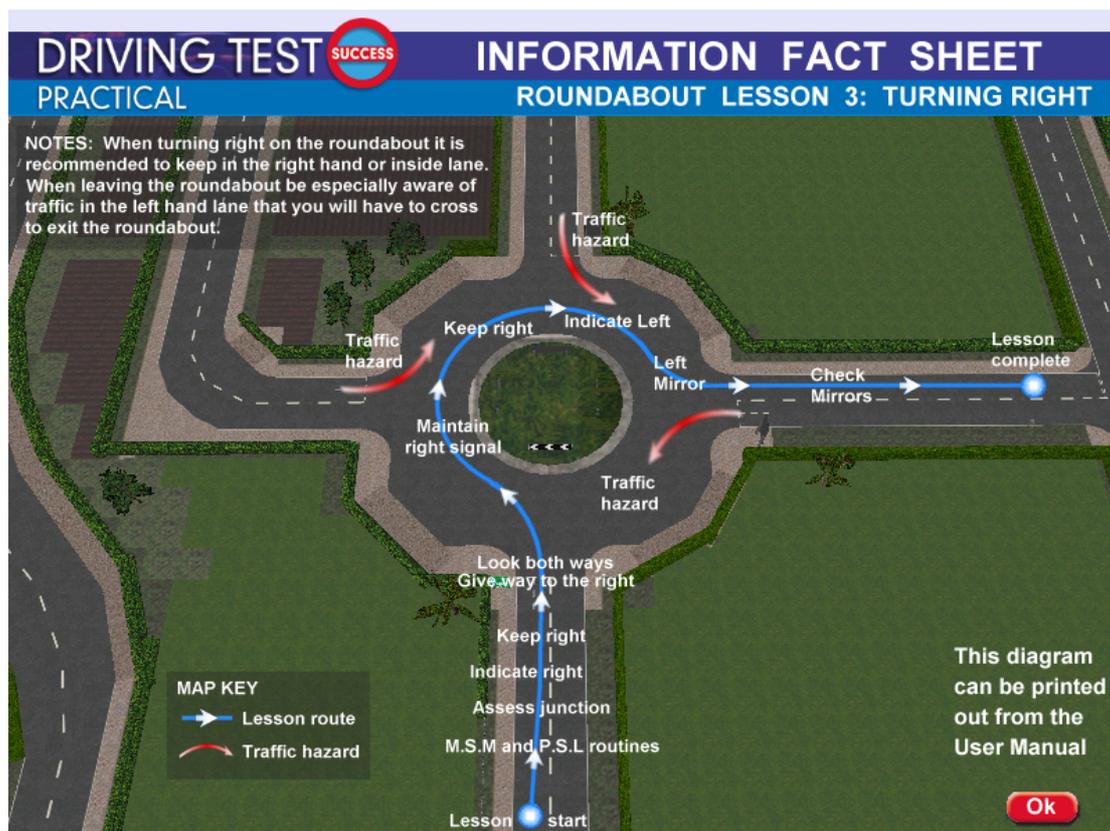
**Steer** slightly to the left to move to the left-hand side of the lane and **Turn Head** Left and Right to check for other vehicles on the roundabout.

4. When it is safe to do so, **Accelerate** and **Steer Left**, keeping to the left hand lane at all times.
5. When you reach the second exit, **Indicate Left** and **Steer Left**. Once you have left the roundabout you should check your **Mirrors** and cancel your **indicator**.

### Session 3 - Turning right at a roundabout (with route map)

We approach the roundabout again, but this time we will pass the first two exits to leave by the third exit, and so effectively turn right.

The following diagram outlines the procedure and can be printed out for reference:



### Instructions

1. Complete the “**Moving Off**” procedure answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.

3. The roundabout is in-front of us and you are going to turn right. First of all check your **Mirrors**. **Steer** slightly to the right to move to the right-hand side of the lane and **Turn your Head** Left and Right to check for other vehicles on the roundabout.
4. When it is safe to do so, **Accelerate** moving to the inside-lane of the roundabout. **Steer Left** because you are going to move around the roundabout in a clockwise manner.
5. Keep to the inside lane as you proceed around the roundabout.
6. When you reach the third exit, **Indicate Left** and **Steer Left**. Once you have left the roundabout you should check your **Mirrors** and cancel your **indicator**.

You have now completed Module 3 of Driving Test Success PRACTICAL.

## **Module 4 – Parking, Reversing and Turning**

### **Introduction**

This module introduces you to the car control manoeuvres of reversing, of turning, overtaking and parking. These manoeuvres are especially important in the final official driving test because they allow the examiner the opportunity to check how accurate you are at placing the car and driving it under full control in confined situations.

Your examiner will closely watch you to see if:

- You can reverse the car correctly, smoothly, safely and under full control while making continuous all round observations.
- You are able to turn the car around correctly and safely, using forward and reverse gears, driving slowly and steering briskly.
- You can park the car correctly, close and parallel to the kerb.
- You can park the car showing full consideration to the passing traffic and any crossing pedestrians or passing cyclists.
- You can park neatly and within layout markings of a parking bay.

There are 5 Training Sections, they are:

- Section 1 – Reversing into side roads and a driveway
- Section 2 – Completing a car turning manoeuvre
- Section 3 – Safe parking beside the road
- Section 4 – Parking in an open ground car park
- Section 5 – Safe uphill and downhill parking

### **Section 1 – Reversing into side roads and a driveway**

Reversing requires practice – to get the feel of it, to learn the car boundaries and to get your full driving confidence up.

#### **The safe driver's approach to driving in reverse**

Before reversing ask yourself:

- Is this a safe place to reverse in?
- Is this a convenient place to do it?
- Is the manoeuvre within the law here?
- Will I be able to fully control my car here?

Remember these guidelines for driving in reverse:

- Always start and continue reversing with all round observations, looking in mirrors and blind spots.
- Always drive the car with a low speed, but turn and correct the steering wheel briskly.
- To turn the car rear towards the kerb, turn the steering wheel towards the kerb and vice versa.
- When the bonnet of the car swings into the road it becomes a significant hazard to passing traffic.
- Always look behind for any hazards in the way.

## Session 1 – Reversing into a side road with external camera views

### Instructions

Drive the car up to the red arrow, making sure the centre of the car's bonnet is in line with the centre of the arrow. Go into reverse and steer the car so that it follows the kerb around into the side road.

After reading about the routine and watching the video do the following:

1. **Accelerate** and progress along the road towards the red arrow.
2. Just after the junction you will be prompted to **Brake** gently. Do so and keep on moving until you reach the red arrow at which point you should be at a complete stand-still.
3. Press the **Clutch**, engage the **Hand Brake**, put the car into **Reverse Gear** and bring up the **Clutch** again.
4. Check your **Mirrors** and use the **Head Turn** to view the road and kerb before you even start moving.
5. If all is clear, release the **Hand Brake**.
6. **Accelerate** slowly – you will notice the view will switch to the external camera once more so you can check your progression.
7. When prompted **Steer Left** around the corner and into the side road.
8. Keep reversing until you reach the red arrow.

### Hints

- As with most things to do with driving – watch your speed carefully. You do not want to accelerate so much that you fly around the corner and into the other lane of traffic.
- Be careful not to hold the steering left for too long or you'll end up mounting the kerb which could be dangerous for both pedestrians and your car.

## Session 2 – Reversing into a side road from a driver's point of view

Now we will do this manoeuvre from the driver's point of view, after having seen what we must do to drive and steer the car correctly into the left side road.

### Instructions

Drive the car up to the red arrow, making sure the centre of the car's bonnet is in line with the centre of the arrow. Go into reverse and steer the car so that it follows the kerb around into the side road.

1. **Accelerate** and progress along the road towards the red arrow, checking your **Mirrors**.
2. As you approach the junction **Turn your Head Left** to check the road.
3. Just after the junction **Brake** gently. Do so and keep on moving until you reach the red arrow at which point you should be at a complete stand-still.
4. Press the **Clutch**, engage the **Hand Brake**, put the car into **Reverse Gear** and bring up the **Clutch** again.
5. Check your **Mirrors** and use the **Head Turn** to view the road and kerb before you even start moving.
6. If all is clear, release the **Hand Brake**.
7. **Accelerate** slowly – this time you are performing the procedure from inside the car, so always look back and keep an eye on the road and kerb to check your progression.
8. When prompted **Steer Left** around the corner and into the side road.
9. Straighten up the car, checking your **Mirrors** and keep reversing until you reach the red arrow.

## Session 3 – Reversing into a driveway with external camera views

Just beyond the lamppost is a driveway which you are about to reverse into. This session is about steering accuracy. The garden walls come up to the edge of the driveway and you must avoid hitting them!

### Instructions

Drive the car forward up to the red arrow. Then you will go into reverse gear and drive the car back, carefully steering it into the driveway.

1. **Accelerate** and progress along the road towards the red arrow.
2. Just before the red arrow **Brake** gently. Do so and keep on moving until you reach the red arrow at which point you should be at a complete stand-still.

3. Press the **Clutch**, engage the **Hand Brake**, put the car into **Reverse Gear** and bring up the **Clutch** to the biting point.
4. Check your **Mirrors** and use the **Head Turn** to check your blind spots before you start moving.
5. If all is clear, release the **Hand Brake**.
6. **Accelerate** slowly – the view will switch to the external camera so you can view the car moving along.
7. When prompted **Steer Left** into the driveway.
8. **Straighten up** the car and keep reversing until you reach the red arrow. At this point perform the stopping procedure of pressing the **Clutch**, applying the **Hand Brake**, put the car into a **neutral gear**, press the **Clutch** and switch the engine off.

### Hints

- Do not turn too soon or you will mount the kerb.
- Do not turn too late or you will hit the brick wall.
- The key is to listen for the prompt and make sure you are not going too fast.

### Session 4 – Reversing into a driveway from a driver's point of view

Now we will do this manoeuvre from the driver's point of view, after having seen what we must do to drive and steer the car correctly into the left side road.

### Instructions

Drive the car forward up to the red arrow. Then you will go into reverse gear and drive the car back, carefully steering it into the driveway.

1. **Accelerate** and progress along the road towards the red arrow, checking your **Mirrors** when prompted.
2. Just before the red arrow **Brake** gently. Do so and keep on moving until you reach the red arrow at which point you should be at a complete stand-still.
3. Press the **Clutch**, engage the **Hand Brake**, put the car into **Reverse Gear** and bring up the **Clutch** to the biting point.
4. Check your **Mirrors** and use the **Head Turn** to check your blind spots before you start moving.
5. If all is clear, release the **Hand Brake**.
6. **Accelerate** slowly and check your **Mirrors**.
7. When prompted **Steer Left** into the driveway.
8. **Straighten up** the car and keep reversing until you reach the red arrow. At this point perform the stopping procedure of pressing the

**Clutch**, applying the **Hand Brake**, put the car into a **neutral gear**, press the **Clutch** and switch the engine off.

## **Section 2 – Completing a car turning manoeuvre**

Turning the car around in the road using forward and reverse gears is probably one of the most involved manoeuvres that you will do and is best learnt in the car. Ask your instructor to demonstrate it to you.

In this section we begin by showing you a video of the manoeuvre. Then there will be a demonstration in three parts. Lastly you will be guided through the turning manoeuvre itself.

Click the Video button and watch the video before proceeding.

### **The approach to turning the car around**

Consider doing this manoeuvre only when there is no side road or other safer, more convenient means of turning the car around.

The key issues of this manoeuvre exercise are:

- To make you aware of the importance of observations throughout.
- To teach you to respond to other road users and to pedestrians.
- To improve your skills at manoeuvring the car in confined spaces.
- To co-ordinate use of accelerator, clutch and footbrake to move slowly under full control allowing brisk turning of the steering wheel to full lock to achieve the minimum car turning circle.

Before starting you should find a suitable location. Ask yourself:

- Are there any signs or road markings making the manoeuvre illegal?
- Will this manoeuvre inconvenience any road users at this place?
- Are there any parked vehicles or road obstructions nearby?
- Are there any pedestrians, trees or lampposts on the kerbs?
- Is the road wide enough, can this manoeuvre be accomplished?

### **Session 1 – A demonstration of turning the car around**

You have just driven into a cul-de-sac and wish to turn the car around. You have seen that there are no side roads and that the road is wide enough to turn the car around in.

Click the OK button to watch the demonstration and follow the on-screen prompts.

## Session 2 – Completing a multi-move car turning sequence

Now it is your turn to do the same manoeuvre. This will take part in 3 stages with fact sheets between each stage to assist you.

### Instructions

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

1. Perform the “**Moving off**” procedure.
2. **Accelerate** to start the car moving.
3. When prompted you should **Steer Right** ensuring you hold the steering to the right (do not let go) in order to turn fully.
4. As you near the kerb you should quickly **Steer Left**.

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

5. You are now in a stationary position and should perform the “**Moving off**” procedure once more (Clutch, Hand Brake, Reverse Gear, Clutch).
6. **Turn your Head** Left and Right to survey the road and check your blind spots.
7. Remove the **Hand Brake**.
8. **Look Behind** while accelerating and moving.
9. **Steer Left** heading towards the red arrow.
10. When you read the red arrow briskly **Steer Right**.

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

11. You are in a stationary position again and should perform the “**Moving off**” procedure for the final time.
12. **Turn your Head** Left and Right to survey the road and check your blind spots.
13. Remove the **Hand Brake**.
14. **Accelerate** and then straighten the car up heading towards the red arrow.
15. Check your **Mirrors**.

### Session 3 – Completing the one-move car turning sequence

This is a dangerous manoeuvre to do on most roads. This is because you have to cross lines of opposing traffic and you become a hazard in both directions.

This should only be attempted if the road is wide enough for your make and model of car.

Remember that you will need to drive slowly and turn the steering wheel briskly to a full right lock position in order to accomplish this manoeuvre.

#### Instructions

Drive slowly down the road, check the mirrors, and when you are instructed to, begin turning right with a maximum turning lock. Having turned continue to the red arrow.

1. Complete the “**Moving off**” procedure as prompted.
2. **Accelerate** and drive the car forwards.
3. Check your **Mirrors**.
4. **Steer Right** and keep the steering held down on full lock in order to complete the turn in one go.
5. As you reach the other side of the road and can see the red arrow, **Straighten Up** the car, you do not want to over steer and proceed into the opposite lane of traffic.

### Section 3 – Safe parking beside the road

#### The approach to parking beside the road

Before doing a parking manoeuvre ask yourself:

- Is this a safe place to park in?
- Is the manoeuvre within the law here?
- Is there enough room to get in and out here?
- Will I be able to fully control my car here?

When parking beside the road:

- Observe all road markings and parking restrictions
- The car becomes a hazard to all when reversing
- Do all round observations during the manoeuvre

- Park the car parallel and close to the kerb

After reading about the routine watch the video.

### Session 1 – Parking behind one vehicle with external camera views

This is a practise session in which you will park in front of the white car using external camera views. You have two car lengths to do this manoeuvre in.

#### Instructions

To do this parking manoeuvre you should pull up beside the car. Then drive in reverse in order to bring the car beside the kerb.

1. **Accelerate** and **Steer Right** towards the red arrow marker.
2. When you reach the red arrow you need to perform the “Stopping procedure”. So hold down the **Clutch**, apply the **Hand Brake**, put the car into **Reverse Gear** and bring the **Clutch** up to the biting point.
3. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
4. As you reverse you need to **Steer Left** and as prompted **Steer Right** in order to straighten the car. You are aiming for the red arrow marker on the road.
5. Perform the “Stopping procedure”, this time placing the car into **First Gear**.
6. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
7. **Steer** the car into place. It should be lined-up squarely with the car in front and close to the kerb.
8. Perform the “Stopping procedure”, this time placing the car into **Neutral Gear** and switching the engine off.

#### Hints

- Try not to over-steer as you reverse or you will find it hard to complete the final section when parking in front of the parked vehicle.
- When pulling alongside the parked vehicle do not get too close or you risk hitting it but equally do not get too far away or you risk entering the opposite lane of traffic.

## Session 2 – Parking behind a vehicle from a driver's point of view

This time you will do the same manoeuvre but from the driver's point of view.

### Instructions

To do this parking manoeuvre you should pull up beside the car. Then drive in reverse in order to bring the car beside the kerb.

1. **Accelerate** checking your **Mirrors** and **Steer Right** towards the red arrow marker.
2. When you reach the red arrow you need to perform the "Stopping procedure". So hold down the **Clutch**, apply the **Hand Brake**, put the car into **Reverse Gear** and bring the **Clutch** up to the biting point.
3. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
4. As you reverse you need to **Steer Left** and as prompted **Steer Right** in order to straighten the car. You are aiming for the red arrow marker on the road. Be sure to check your **Mirrors** as prompted.
5. Perform the "Stopping procedure", this time placing the car into **First Gear**.
6. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
7. **Steer** the car into place. It should be lined-up squarely with the car in front and close to the kerb.
8. Perform the "Stopping procedure", this time placing the car into **Neutral Gear** and switching the engine off.

### Hints

- It is a lot harder when you cannot see the road from above! So make sure you use the head turn icons to constantly survey the road around you and your proximity to the kerb.

## Session 3 – Reversing into a space with external camera views

Before you are two parked vehicles with sufficient gap (over one and a half car lengths) between them for you to park in.

### Instructions

You should drive up and stop next to the white car, go into reverse and then carefully reverse into the parking space. You will need to drive forward again to straighten the car and line it up with the kerb.

1. **Accelerate** and **Steer Right** towards the red arrow marker.
2. When you reach the red arrow you need to perform the “Stopping procedure”. So hold down the **Clutch**, apply the **Hand Brake**, put the car into **Reverse Gear** and bring the **Clutch** up to the biting point.
3. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
4. As you reverse you need to **Steer Left** and as prompted **Steer Right** in order to straighten the car. You are aiming for the red arrow marker on the road.
5. Perform the “Stopping procedure”, this time placing the car into **First Gear**.
6. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
7. **Steer** the car into place. It should be lined-up squarely with the car in front, the car behind and close to the kerb.
8. Perform the “Stopping procedure”, this time placing the car into **Neutral Gear** and switching the engine off.

### Hints

- This is much like the previous session except you have to be careful not to reverse too far or you'll hit the parked red vehicle. Again speed and control are the keys, with constant observation.

### Session 4 – Reversing into a space from a driver’s point of view

This time you will do the same manoeuvre but from the driver’s point of view.

### Instructions

To do this parking manoeuvre you should pull up beside the car. Then drive in reverse in order to bring the car beside the kerb.

1. **Accelerate** checking your **Mirrors** and **Steer Right** towards the red arrow marker.
2. When you reach the red arrow you need to perform the “Stopping procedure”. So hold down the **Clutch**, apply the **Hand Brake**, put the car into **Reverse Gear** and bring the **Clutch** up to the biting point.
3. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
4. As you reverse you need to **Steer Left** and as prompted **Steer Right** in order to straighten the car. You are aiming for the red arrow marker on the road. Be sure to check your **Mirrors**.

5. Perform the “Stopping procedure”, this time placing the car into **First Gear**.
6. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
7. **Steer** the car into place. It should be lined-up squarely with the car in front and close to the kerb.
8. Perform the “Stopping procedure”, this time placing the car into **Neutral Gear** and switching the engine off.

### Hint

- In order to check if you are lined-up correctly when pulling up alongside the white car you can check your mirrors to survey the road and also use the head turn icons – even though Driving Test Success PRACTICAL will not prompt you to do so, it does not mean you should not experiment. Find what is best for you to complete the session.
- Even when you reach the red arrow marker you are still usually moving, don't forget to brake or you may hit the parked vehicle.

## Section 4 – Parking in an open ground car park

Car parks provide convenient parking spaces in town and shopping centres at standard tariff rates. But whether they are multi-storey or open air ground, car parks do have common issues the learner driver needs to be aware of and ready to follow.

### The approach to parking in a car park

Here are some practical tips on car parks:

- Realise car parks have definite marked routes.
- Always follow the arrow floor markings and signs.
- Do not park in disabled slots or reserved spaces.
- Be very observant of pedestrians and moving cars.

After watching the video please proceed.

## Session 1 – Moving onto an open ground car park

Ahead is a council car park with an entrance on the left hand side. It is a small car park, but has a marked circular route with parking spaces around some edges and in the centre of the car park area.

### Instructions

You will be shown a map first, indicating the session's route. Then, approach the car park with the usual M.S.M and P.S.L routines.

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

1. Complete the **Pre-Drive** check if prompted to, answering the questions as required.
2. **Accelerate** and pull away from the kerb.
3. Check your **Mirrors**.
4. As we near the car park entrance you should **Indicate Left**.
5. **Steer Left** into the car park.

## Session 2 – Following the car park's marked route

As you can see on the map we are now going to drive around the car park, following the route.

6. **Accelerate** towards the red arrow, checking your **Mirrors** as prompted.
7. **Steer Right** around the corner, checking your **Mirrors** after straightening the car up. Again head for the red arrow marker and repeat this procedure, following the direction of the arrows as you move around the car park. Be sure to check your mirrors after each manoeuvre.

## Session 3 – Reverse parking into a bay between vehicles.

8. Now you have reached the red arrow you need to perform the "Stopping procedure". So hold down the **Clutch**, apply the **Hand Brake**, put the car into **Reverse Gear** and bring the **Clutch** up to the biting point.
9. Check your **Mirrors** and use **Head Turn** Left and Right to check the blind spots. If it is safe to do so, release the **Hand Brake**.
10. As you reverse you need to **Steer Left** to move into the parking space and don't forget to straighten the car. You are aiming for the red arrow marker.

## Section 5 – Safe uphill and downhill parking

In this section you will be instructed to park the car beside the road. This time however you will park the car on both uphill and downhill gradients.

### The safe driving approach to parking on a hill

Hill parking involves careful car control because gravity is acting upon the car causing it to move downhill when stopped, unless secured properly.

Good clutch control and a firm use of the handbrake are necessary if you are to stay in control of the car whilst going through the manoeuvres of hill parking.

After watching the video click the OK button.

### Session 1 – Safe parking on an uphill gradient

There is a white car parked in a lay-by on the same side of the road on the far hill.

#### Instructions

You are instructed to park in the lay-by this side of the white car located ahead.

1. Complete the **Pre-Drive** Check if you are prompted to do so.
2. Complete the **“Moving Off”** procedure answering the questions as prompted.
3. **Accelerate** down the hill and check your **Mirrors** as prompted.
4. You are going to stop in the lay-by before the parked white car. As you approach it check your speed, the initial downhill motion of the car will have accelerated you and if you are going too fast you'll hit the parked car or hedge.
5. **Brake** gently and **Steer Left** into the lay-by.
6. Straighten the car up and as you come to a stand-still **Steer Right** to position the wheels of the car for correct parking.
7. Perform the **“Stopping”** procedure.
8. Press the **Clutch**, select **First Gear** and release the **Clutch**. This has put your car into first gear, the recommend stationary gear when parked on an uphill.

## Session 2 – Safe parking on a downhill gradient

On a downhill gradient, gravity is exerting a forward pull on the car. To secure the parked car we leave it in reverse gear, with the handbrake on and front wheels turned towards the kerb.

### Instructions

You are instructed to park in the lay-by this side of the red car located ahead.

1. **Accelerate** down the hill and check your **Mirrors** as prompted.
2. You are going to stop in the lay-by before the parked red car. As you approach it check your speed, the downhill motion of the car will have accelerated you and if you are going too fast you'll hit the parked car or the hedge.
3. **Brake** gently and **Steer Left** into the lay-by.
4. Straighten the car up and as you come to a stand-still **Steer Left** to position the wheels of the car for correct parking.
5. Perform the "**Stopping**" procedure.
6. Press the **Clutch**, select **Reverse Gear** and release the **Clutch**. This has put your car into reverse gear, the recommend stationary gear when parked on a downhill.

Congratulations - You have now completed Module 4 of Driving Test Success PRACTICAL.

## **Module 5 – Road Hazards and Incidents**

### **Introduction**

This module concerns dealing with road hazard situations as can occur at junctions, road works, cross-roads and a road incident.

The official driving test now includes a hazard perception test and this will test you concerning typical hazardous road situations.

The Driving Test Success family of software includes the Theory Test and Hazard Perception Test to complete your driving skills knowledge.

Your driving test examiner will watch you closely to see if:

- You recognise that there is a hazardous situation developing.
- You are decisive about the course of safe driving action to take.
- You apply MSM/PSL routines when changing direction and speed.
- You brake early and progressively, and use smooth steering.
- Your actions take into consideration all other road users around.
- You are always ready to stop the car and wait for a clear road.

There are 5 Training Sections, they are:

- Section 1 – Encountering pedestrian crossings
- Section 2 – Passing road obstruction hazards
- Section 3 – Encountering vehicle hazards
- Section 4 – Road condition hazards
- Section 5 – Completing safe emergency stops

### **Section 1 - Encountering pedestrian crossings**

#### **The Approach to pedestrian crossings**

The general rules for pedestrian crossings are:

- Do not park on a crossing or zigzag lined area.
- Always allow pedestrians plenty of time to cross.
- Do not overtake vehicles at, on or near the crossing.
- Give yourself more time to stop on wet or icy roads.
- Do not wave or beckon any pedestrians across.
- In traffic queues be extra careful and watchful.

## Session 1 – Practice on a pedestrian crossing

Ahead is a zebra crossing in the middle of a shopping centre. It is acting as a focal point for pedestrians who want to cross this road to shops on each side.

### Instructions

In the light of the following, consider your actions as you approach the crossing.

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

1. Complete the **Pre-Drive** Check answering the questions as prompted.
2. **Accelerate** and pull away from the kerb.
3. As you approach the crossing check your **Mirrors** and use the **Head Turn** Left and Right controls to survey the road and pavements.
4. You can see someone waiting to cross the road, **Brake** gently to slow the car and bring it to a standstill before the crossing.
5. Perform the “**Stopping**” procedure to secure the car while the pedestrian crosses the road.
6. Perform the “**Moving Off**” procedure once the pedestrian is safely across the road and you have looked to check it is all clear.

### Hints

- There are people about – so drive slow and be ever vigilant watching out for them.

## Session 2 – Experiencing a busy Zebra crossing

In this session you will approach the same zebra crossing but this time you will be behind a transit van. The crossing is also now a lot busier.

### Instructions

As before you should approach the crossing using the MSN and PSL routines, brake gently and look well to either side of the crossing for pedestrians.

1. **Accelerate** and pull away from the kerb.
2. As you approach the crossing check your **Mirrors** and use the **Head Turn** Left and Right controls to survey the road and pavements. The white van in front will obscure your view and always pull away from you, do not follow it if people are still crossing.

3. Perform the “**Stopping**” procedure to secure the car while the pedestrians cross the road.
4. Perform the “**Moving Off**” procedure once the pedestrians are safely across the road and you have looked to check it is all clear.

### Session 3 – Experiencing a busy Pelican crossing

Ahead is a Pelican crossing controlled by traffic lights. These have a flashing amber which signals a give way to pedestrians, unless the way is clear.

After reading about the routine and watching the video, read and review the Fact Sheet and click the OK button to continue. This fact sheet can be found in Appendix A of this manual where you can print it out.

1. **Accelerate.**
2. As you approach the crossing and vehicles in front check your **Mirrors** and use the **Head Turn** Left and Right controls to survey the road and pavements.
3. The white van drives over the crossing because the traffic light is green, but they change to amber as we approach so **Brake** gently and prepare to stop.
4. Perform the “**Stopping**” procedure to secure the car while the pedestrians cross the road.
5. Perform the “**Moving Off**” procedure once the pedestrians are safely across the road and you have looked to check it is all clear. Do not forget to check your **Mirrors** after passing the crossing.

After viewing the fact sheet click the OK button to continue. You can find and print out this fact sheet in Appendix A of this manual.

### Session 4 – Encountering a school crossing

School entrances are hazard areas, particularly at those times when children enter or leave the school.

#### Instructions

Your actions will depend on the presence of the following:

- School patrols and their flashing amber lights.
- School coaches that hide children crossing the road.
- Parent’s cars that suddenly stop and park beside the road to pick up their sons and daughters.
- Children suddenly crossing the road to catch a school bus or to get to an ice cream van.

1. **Accelerate.**
2. As you approach the school check your **Mirrors** and use the **Head Turn** Left and Right controls to survey the road and surrounding area.
3. The school crossing lady starts walking out into the road as we approach so **Brake** gently and prepare to stop.
4. Perform the “**Stopping**” procedure to secure the car while the children cross the road.
5. Perform the “**Moving Off**” procedure once the children and crossing lady are safely across the road and you have looked to check it is all clear. Do not forget to check your **Mirrors** after passing the crossing.

## Section 2 – Passing road obstruction hazards

### The safe approach to facing road hazards

A road hazard in any situation is one that involves you in risk or danger and causes you to slow or to change your direction.

There are three main types of hazard:

1. Static: Road bends, junctions, crossings and road works
2. Moving: Livestock, pedestrians, bicycles, motorbikes, large vehicles, vehicles doing manoeuvres and emergency services vehicles.
3. Surface: Loose chippings, puddles, ice, snow, black ice, fords, floods, cracks and cambers.

### Session 1 – Encountering the road works hazard

#### Instructions

Drive up to the junction ahead and then turn left. Ahead is a road works with traffic lights that are controlling a single lane traffic flow situation.

1. Check your **Mirrors**.
2. The traffic light will turn red, so brake and stop where indicated performing the “**Stopping**” procedure.
3. When the light turns green, check your **Mirrors**, use the **Head Turn** Left and Right controls to view the road and release the **Hand Brake**.
4. **Accelerate** and **Steer Right** into the single lane, proceed to the end of the obstruction and then **Steer Left** back into the correct lane again.

Continue along the road, checking your **Mirrors** and steering around the bend. You will notice a red arrow pointing to a junction on the left, as you

approach this check your **Mirrors**, **Indicate Left** and then **Steer Left** into the junction. Ahead you will see the next hazard.

## Session 2 – Encountering faulty traffic lights at a crossroads

### Instructions

You are going to turn right at the crossroads.

1. **Accelerate** and check your **Mirrors**.
2. **Indicate Right** as you near the junction and position the car near the middle of the road.
3. **Turn your Head** Left and Right to survey the road, when it is clear to do so, **Steer Right** at the crossroads.
4. After straightening the car do not forget to cancel your **Indicator** and check your **Mirrors**.

We'll now drive to session 3 so **Accelerate**, check your **Mirrors** and as you near the give way junction **Indicate Right**. Turn your Head and check the road in both directions before pulling out and turning right. Ahead you will see the next hazard.

## Session 3 - Passing a road accident situation

### Instructions

Ahead is a road incident which is now attended and being controlled by the emergency services. You should pass by the incident very slowly.

1. Keep your speed low and steer into the right hand side of the road in order to pass the incident.
2. As you pass the incident steer back onto the left hand side of the road and do not forget to check your **Mirrors** – always look around you carefully, you don't want to create an incident yourself.

## Section 3 – Encountering vehicle hazards

### Defensive driving – the approach to vehicle hazards

Vehicles hazards are situations involving conflict. The purpose of these sessions is to learn how to reduce to a minimum the danger presented by such conflicts.

Issues to consider when approaching hazards are:

- Avoid a fast approach and always look well ahead.
- Do not stop too close behind a vehicle. You should be able to see the bottom of the tyres (you can remember this as “tyres and tarmac” meaning you should be able to see both, if you can’t you’re too close)
- Place the car safely and correctly on the road.
- Do not let the car creep forward when stopped.
- Avoid hesitation: look, assess, decide and act.

View the accompanying video and then proceed.

### Session 1 – Facing the reversing large vehicle

Lorries and large trucks such as rubbish collectors present a real hazard when encountered in a built up urban area. Due to their size they cannot steer easily on narrow roads, they block the road-view and can easily stray onto both sides of the road.

#### Instructions

You must drive straight down the road you start on looking ahead and using the MSM and PSL routines if you need to stop.

1. **Accelerate**, driving down the road and checking your **Mirrors**.
2. Ahead you can see a man stood on the side of the road, as he walks out into the road you’ll also hear the reverse noise of a large vehicle. At this stage you should already be **braking** and preparing to stop.
3. Perform the “**Stopping**” procedure.
4. Wait for the lorry to finish its manoeuvre, check your **Mirrors** and use the **Head Turn** left and Right to ensure the road is clear before **accelerating** and driving straight on.

### Session 2 – Encountering a hazardous busy junction

Busy junctions can be very hazardous because:

1. They obscure the view exactly where it is needed.
2. They hide pedestrians who may want to cross.
3. They force vehicles to overtake, causing conflict.

#### Instructions

Drive straight down the road. You will notice a parked coach causing an obstruction. Use the MSM and PSL routines if you need to stop.

1. **Accelerate**, driving down the road and checking your **Mirrors**.
2. You can see the obstruction ahead so should **Steer** to the middle of your lane in order to prepare moving around it.
3. However there are vehicles coming towards you which have right of way so you must stop and wait for them to pass. When they have done so check your **Mirrors** and then **Accelerate** and pull around the coach.
4. Drive slowly, you are now on the opposite side of the road and your view is obstructed – be prepared to stop should anything happen (hint!).

### Session 3 – Being passed by an emergency services vehicle

Always be on the listen out for emergency vehicles such as fire engines, ambulances, police cars, etc. Remember, a passing emergency vehicle may indicate that an accident scene is further along the road.

#### Instructions

Your approach to these emergency vehicles is:

- Keep out of their way by pulling into the roadside.
  - Do not panic, their siren demands a clear route only.
  - Check where they are coming from, use the mirrors.
  - Take any action that will help them to get through.
1. **Accelerate**, driving down the road and checking your **Mirrors**.
  2. You can see parked cars ahead which you will need to pull around so move to the middle of the lane in preparation.
  3. As you near the parked cars you'll hear a police car siren. Pull in to the left to give the car enough room to pass and wait for it to do so.
  4. Check your **Mirrors** and pull out around the parked cars to continue on your way.

### Section 4 – Road condition hazards

#### The Approach to ever changing road conditions

Away from the motorways, major roads and the maintained town roads there are countless roads whose conditions may be a hazard to watch out for.

You may encounter hazardous conditions or situations such as:

- One way roads, diversions, contra flow systems.
- Narrow country roads often with only a single lane.
- Surfaces with gravel, mud, sand and farm refuse.
- Traffic calming bumps, islands, markings and signs.
- Narrow hump bridges, deep fords and water mills.
- Strange cambers, sharp bends and odd junctions.

### Session 1 – Encountering a sharp left hand road bend

Many country roads were established decades ago to run along the edges of fields and parish borders. They are not meant for today's volume of traffic and so were built as single lane causeways.

#### Instructions

After you turn the bend you are instructed to drive along the narrow country road until you come to a Give-Way style T-junction.

1. **Accelerate**, driving down the road and checking your **Mirrors**.
2. As you turn the corner you will notice that you must give priority to on-coming vehicles. There is a car ahead so **Brake** and perform the “**Stopping**” procedure.

### Session 2 – Driving safely along single lane country roads

3. When the other car has passed you, check your **Mirrors** and use the **Head Turn** controls to view the road. If all is clear release the **Hand Brake** and **Accelerate**.
4. You are now on a single lane causeway and although the road is clear of vehicles you must still watch your speed carefully.
5. Continue down the road and pay very careful attention as you leave the single lane causeway so as not to hit the **pedestrians**.
6. Proceed to the Give-Way T-junction.

### Session 3 – Driving correctly and safely on a one-way road

One of the hazards to one-way roads is that traffic may overtake you both on the left and right sides.

## Instructions

Turn right at the one way road ahead and continue to the red arrow marker pointing at a junction. You wish to turn right down this road. Use the MSM and PSL routines as required to achieve this.

1. Check your **Mirrors** immediately and use the **Head Turn** icons to view the road to the left and right.
2. Once it is clear, **Accelerate** and **Steer Right**.
3. Straighten the car up and check your **Mirrors**, you will notice a car behind you coming up fast.
4. You want to turn right at the red arrow marker so you must **Indicate** to do so. Allow the car to overtake you, using the **Head Turn** icon to check the road is clear and then **Steer Right**.

## Session 4 – Encountering traffic calming measures

Here we face a traffic calming road section. These are designed to slow the traffic down and make sure the traffic passes through a built up area at a safe speed.

### Instructions

You should drive and continue along the road you are on down to the far T-junction. Be aware of the traffic calming chicanes and the hazards they present.

1. **Accelerate** and check your **Mirrors**.
2. The on-coming vehicles have priority, you can see a red car coming towards you so **Brake** and perform the “**Stopping**” procedure and wait for it to pass.
3. Once the car has passed, check your **Mirrors**, **Accelerate** and pull out around the chicane by **Steering Right**. As you reach the other side of the chicane you need to again check your **Mirrors** and **Steer Left**, pulling back into the left lane.
4. Proceed down the road. There are two parked vehicles and you need to steer around in order to get past them. At the next chicane this time you have priority so proceed down the road.

## Section 5 – Completing safe emergency stops

The Approach to emergency stops

In normal everyday driving, with good look-ahead observation, hard braking should not be necessary. But there are moments where a sudden stop will be the only way to avoid a collision, such as when:

- A pedestrian steps out from behind a vehicle.
- A car suddenly emerges from a hidden side road.
- A pedestrian dashes across a zebra crossing.
- A cyclist swerves into the centre of the road.
- An overtaking vehicle swings out into your path.
- The vehicle in front suddenly brakes and stops.

Please view and study the accompanying video.

### Session 1 – The planned emergency stop

Emergency stops are all about braking and stopping the car as quickly as possible under full safe control.

#### Instructions

You should accelerate and continue along the road until you hear the words “stop the car!” at which point brake.

1. **Accelerate** and hold the accelerator down to continue building up speed.
2. When prompted **Brake** hard and fast. You should manage to brake and stop fully before the red arrow touches the front of your car.
3. Once stopped perform the “**Stopping**” procedure.
4. You will get a report about your braking distance at the end.

Repeat this procedure; you will perform three emergency stops in total.

### Session 2 – The unplanned emergency stop

This time you will be passing three cars that are parked on the left shoulder of the road. From behind one of these cars a pedestrian will walk out.

#### Instructions

1. **Accelerate** and hold the accelerator down to continue building up speed until you reach the legal limit of 30 mph.
2. When you see a pedestrian that walks out in front of your car, **Brake** hard and fast.
3. Once stopped perform the “**Stopping**” procedure.

4. When the pedestrian moves to the side of the road performing the “**Moving off**” procedure.
5. **Indicate** right, you are going to turn right into the side road where the red arrow points.
6. **Steer Right** into the side road and don’t forget to cancel your indicator.

### Session 3 – Passing through a built up area

After travelling along country roads, maintaining a good speed, you suddenly come across a built-up area consisting of a small group of houses. Road users do not like to slow down for just a few houses, so a traffic calming scheme has been introduced.

#### Instructions

Continue along the road and obey the traffic calming system. Remain watchful for hazardous blind spots or unusual events.

1. **Accelerate** until you reach the traffic calming chicane. Check your **Mirrors** and then **Steer Right** to pass around the chicane as there are no cars coming towards you.
2. Continue driving down the road and look out for pedestrians suddenly walking in front of you. Should this happen you must brake hard and fast as in the previous sessions, then apply the standard Stopping and Moving off procedures to proceed. We will not tell you exactly what happens and where because that will defeat the idea of you learning about an emergency stop.

Congratulations – you have finished Module 5 of Driving Test Success PRACTICAL.

In the next Module we’re going to pick up the pace a little. You have been driving within Driving Test Success PRACTICAL for a while now, having negotiated roundabouts, road hazards, reverse parking and more. So we’re going to build upon this and take you into situations such as adverse weather and the motorway.

The instructions for each section will start to assume that you are becoming more familiar with the way in which you should drive – so for example we will now just tell you to employ the “Stopping Procedure with First Gear” for example and trust that you know the motions to go through. Don’t forget that the program itself will give you audio instructions should you fail to remember what comes next in a sequence.

## Module 6 – Adverse Weather and Night Driving

### Introduction

There are 5 Training Sections, they are:

- Section 1 – Safe driving in wet conditions
- Section 2 – Safe driving in fog bound conditions
- Section 3 – Safe driving in slippery road conditions
- Section 4 – Safe driving in windy conditions
- Section 5 – Safe driving at night time

### Section 1 - Encountering pedestrian crossings

#### The safe approach to driving in wet road conditions

Wet conditions give us the following considerations:

- In low visibility due to dark clouds and overcast sky use dipped headlights and a clean windscreen.
- To combat low visibility due to water spray from the road, ensure the wipers are in good order.
- To avoid aquaplaning due to water between the tyres and the road, reduce your speed.
- Roadside water pools can cause the car to swerve, so where it is safe to do so drive around them.
- For flooded roads find alternative routes otherwise test the water depth and drive slowly through them.

#### Session 1 – Passing road bends in wet conditions

Even a light shower on a dry road can cause quite a degree of slipperiness, resulting in lighter steering and much softer braking.

#### Instructions

You should drive at a good speed and continue along the road until instructed otherwise.

1. **Accelerate** to at least 20 mph and try to complete the session at a similar speed.
2. After taking a corner do not forget to check your **Mirrors**.

## Session 2 – Experiencing heavy roadside puddles

Beside the road ahead are pools of water that have not yet drained away. They are a driving hazard. When you pass them you will notice they affect the steering.

### Instructions

You should drive at a good speed and continue along the road until instructed otherwise.

3. **Accelerate** to at least 20 mph and try to complete the session at a similar speed.
4. After taking a corner do not forget to check your **Mirrors**.
5. Watch out! The water will heavily effect your steering this time, you do not want to hit the oncoming traffic.

## Session 3 – Passing safely over a ford in the road

Ahead is a ford, a dip in the road that allows a stream to pass. But this ford is swollen and you should pass through it with due care.

### Instructions

You should drive at a good speed and continue along the road until instructed otherwise. You must test your brakes after you have passed the ford.

1. **Accelerate** to around 20 mph.
2. Check your **Mirrors** as you approach the ford.
3. While crossing the ford use the **Head Turn** icon to view the road to the left and right.
4. **Brake** once you have passed through the ford.
5. Check your **Mirrors** and then **Accelerate** again, being wary of the speed limit.

## Section 2 - Safe driving in fog bound conditions

### The safe approach to driving in the fog

Fog is one of the most dangerous weather conditions. Fog itself doesn't claim lives, the standard of driving in fog does. Here are some issues to consider:

- Fog is a strain on the eyes and frustrating to drive in.

- Fog reduces your ability to anticipate events ahead.
- Often vehicles will follow each other far too closely.
- An accident involving one car soon involves many.
- Slow down and check the speedometer regularly.
- Use dipped headlights and the fog lights in daytime.
- Turn fog lights on if visibility is 100 metres or less.

After watching the accompanying video click the OK button.

### Session 1 – Encountering fog on a country road

This first session is just to experience what it is like to drive in foggy road conditions. Keep your speed low to allow you to respond to hazards in sufficient time.

#### Instructions

1. Turn on the car **Fog Lights**.
2. **Accelerate**.
3. As you follow each bend you should check your **Mirrors**.

### Session 2 – Following in the fog

In this session you will follow a car in the fog. You do not yet know if they will be braking, accelerating, turning off or parking beside the road and so you will need to be extra vigilant.

#### Instructions

1. **Accelerate**.
2. Make sure you check your **Mirrors**.
3. Keep an eye on your **speed**, with such limited visibility you don't want to be caught out by a bend in the road or another vehicle.

### Session 3 – Hazards in the fog

In this final session the car in front will unfortunately give you no warning and little time to respond to what it does. This type of event can easily occur in foggy conditions.

#### Instructions

1. **Accelerate** but be very wary of your speed.
2. Check your **Mirrors**. When you return to the front view again you can see the car in front. You need to **Brake** in order to avoid a collision

- and **Indicate Right** to signal the fact you are going to pull out around the car.
3. Wait for the white van to pass and then **Steer Right** around the parked car. Once clear steer back into the left hand lane and don't forget to cancel your indicator.
  4. Continue around the corner and watch out for the pedestrians! Again make sure you are going slow enough to easily and safely pass around them.

## Section 3 – Safe driving in slippery road conditions

### The safe approach to slippery road conditions

Water, snow, ice and gravel can make roads slippery even to tyres in perfect condition. Here are some of the issues concerning icy roads:

- Be very gentle on the brakes and steering, control the car smoothly and drive slowly when on ice.
- Travel in low gears because the engine has more power and the tyres will grip the road better.
- Braking distances on ice can become ten-fold.
- Skids are more likely when braking and accelerating.
- If the back steps out, always steer into the swing to straighten up the car body's direction.

### Session 1 – The Icy Road

Before you is a wintry scene in which the country roads have received very little gritting and are icy.

#### Instructions

1. **Accelerate** and drive along the road, checking your **Mirrors** as instructed. You should keep your speed low but make sure it goes above 10 mph at least once to experience the slide of the ice.

### Session 2 – Losing tyre grip

If the wheels totally lose their grip when on an icy road the car may begin to turn whilst still moving forward. There is a definite answer to this problem. If the rear of the car "steps out" towards your right then steer towards the right, until the car body straightens up again. Likewise for left rotation.

## Instructions

1. **Accelerate** and follow the road. When the car starts to “step out” you need to **Steer** to counter-act this effect.

## Session 3 – Passing hazards

In this last session you will face a few hazards and will need to remember to compensate for your lack of braking and steering on this icy road.

## Instructions

1. **Accelerate** and follow the road. The car in front will stop so you will need to **Brake** to allow for this, **Indicate Right** and when the van has passed **Steer Right** to move around the obstruction.
2. Once you’ve passed and cancelled the indicator you will notice pedestrians up ahead. Give them plenty of room and watch your speed checking your Mirrors all the time as prompted as you pass them.

## Section 4 – Safe driving in windy conditions

### The safe approach to driving in windy conditions

There are some dangers and issues to consider if you decide to drive in high wind conditions.

- High sided vehicles such as caravans, vans and lorries are at risk of being blown over by gusts.
- Cross winds can blow the car into oncoming traffic.
- Exposed places like bridges and moors become accident black spots due to freak gusts of wind.
- Cyclists / Motorcyclists must be given more room.
- There is a danger of fallen trees and masonry etc.
- Road side openings can act as wind tunnels that will suddenly blow the vehicle off course.

### Session 1 – Taking road bends in high winds

In the first session you will follow the road ahead and notice that there is a very strong westerly wind. The road has one or two bends which will cut the strong wind in different directions and so the car will experience side forces from different directions on different sections of the road.

### Instructions

1. **Accelerate** and continue driving along the road checking your **Mirrors** as prompted.
2. You will notice that the steering will veer as the wind blows against the car, make sure you steer to counter-act this effect.

### Session 2 – Wind funnels

Wild weather which occurs with gale force winds has an element of unpredictability about it that requires the driver to be extra vigilant. Not only is there the risk of trees being blown down right in front of the car, but also we may suddenly pass an opening that acts as a wind funnel.

### Instructions

1. **Accelerate** and drive along the road. You will notice that as you pass gates in the wall on your left the wind really pushes the car, so compensate for this in your driving and do not enter the opposite lane of traffic.

### Session 3 – Road Hazards

It is not advisable to drive in high winds at the least because of the real threat of falling trees and because vehicles can be suddenly blown over into your path. In this section you will pass two road hazards that will be found in high winds and always keep in mind your car control is being challenged by the gusting wind.

### Instructions

1. **Accelerate** and continue along the road.
2. Up ahead you can see a fallen tree, check your **Mirrors**, **Brake** and prepare to stop. **Indicate Right** to show the other cars you are waiting to move out.
3. Perform the “**Stopping**” procedure and when the other vehicles have passed steer around the tree, carefully watching your speed.
4. Once the tree is passed steer back onto the left hand lane again, checking your **Mirrors** and being sure to observe the road conditions.
5. Make sure you pass the police car and van with plenty of room.

## Section 5 – Safe driving at night time

### The safe approach to driving at night

Night driving requires special techniques and comes with special precautions. Here are some pointers:

- Low lighting levels make colours and outlines much harder to see creating a poor all round visibility.
- Distances are far harder to judge in low lighting.
- The speed and intentions of other road users is far harder to judge at night and depends on the lighting.
- The car lights are the most important source of information both to you and to other road users, then come road markings, cats-eyes and road signs.

After watching the accompanying video, click the OK button.

### Session 1 – The importance of headlights

The important lesson about night driving is the lack of visibility concerning speed and road position. Continue along the bendy country road ahead, and switch the headlights between dipped and full beam as you travel along the road.

#### Instructions

1. Click the **Head Lamp** icon to turn on the headlights.
2. Click the **Main Beam** icon to turn the lights into full beam.
3. **Accelerate** and continue along the country road.
4. Ensure that you swap between full beam and dipped lights several times during your journey to see the effect on the road ahead.

### Session 2 – Built up areas at night

You must use dipped headlights where street lights are less than 185 metres apart and the speed limit is set at 30 mph – as in the case of the road ahead.

### Instructions

1. Click the **Dipped** beam icon to dip your headlights.
2. As you near the black parked vehicle slow down – you cannot clearly see the road and anything could happen – such as a pedestrian walking out in front of you.
3. Proceed with caution keeping your headlights on and dipped.

### Session 3 – Overtaking at night

Overtaking at night requires extra care because there is less speed and direction information available. When following a car do not get too close and keep the headlights dipped. Only put the lights on to full beam once you have safely passed the car. When passing oncoming vehicles, always remember to dip the headlights early enough not to dazzle.

### Instructions

1. **Accelerate** to move off. You are following a white car that you wish to over take.
2. Check your **Mirrors** and **Indicate Right**.
3. **Overtake** the car being sure to give it plenty of room.
4. When you are clear of the car, move back into the left hand lane again and cancel your indicator.
5. Switch to **Full Beam** lights.

Congratulations! You have successfully completed this module.

## **Module 7 – Dual Carriageways and Motorways**

### **Introduction**

Module 7 concerns the multi-lane dual carriageways and motorways. In this module you will learn about the safe way to join such a road, all about lane discipline, their special signs, the kinds of hazards found on them, and the correct and safe way to leave them.

The learner drive is NOT allowed on to any motorways. However, the recommended driving syllabus states that drivers must have a sound knowledge of the following:

1. The special rules for motorway driving (e.g. keep on the left)
2. The special regulations that apply to motorways (e.g. no stopping or turning on motorways, no cycles or pedestrians)
3. The special driving techniques for motorway driving (e.g. the multi-lane discipline)
4. The kinds of hazards encountered both in daylight and at night on motorways.

There are 5 Training Sections, they are:

- Section 1 – Safe driving on a dual carriageway
- Section 2 – Approaching and joining a motorway
- Section 3 – Motorway lane discipline and sign test
- Section 4 – Encountering motorway hazards
- Section 5 – Leaving the motorway

### **Section 1 - Safe driving on a dual carriageway**

#### **The safe approach to dual carriageway roads**

Dual carriageways have two or more laned roads that are separated by a central reservation. The central reservation may have a barrier. The second lane is used for overtaking.

These are roads that have been developed to carry a high volume of fast moving traffic.

Motorways rules do not apply to dual carriageways and so you may see slow moving vehicles such as a cyclist or a farm tractor on them.

View and study the accompanying video and click the OK button.

## Session 1 – Turning right on to a dual carriageway

This is a hazardous manoeuvre as you have to cross at least three lanes of fast moving traffic.

### Instructions

Follow the road ahead and drive up to the dual carriageway using the M.S.M and P.S.L. routines. Turn right on to the dual carriageway by waiting for clear lanes and crossing the central reservation.

Due to the dynamic nature of Driving Test Success PRACTICAL and the way in which it emulates a real road situation, the following instructions can only guide you through the session, not give you a step-by-step route because it will be different each time.

1. **Accelerate** and bring the car up to a safe speed.
2. Check your **Mirrors** before turning the corner.
3. After the corner you can see the dual carriageway. As you approach **Brake** gently preparing to stop and **Indicate Right**.
4. You will now assess the junction. There is enough room to move into the middle reservation, so use the **Head Turn** icons to look left and right. At this point you may be asked to perform the “**Stopping**” procedure, follow the prompts and when it’s safe to do so, **Accelerate** to the middle reservation, **Steering** slightly to the right to angle your car in the correct direction.
5. If the lane you are about to enter is busy then you will need to perform the “**Stopping**” procedure and wait for it to clear before pulling out.
6. Don’t forget to cancel your **Indicator** and check your **Mirrors** after straightening the car up. **Accelerate** to a good speed to complete the session.

## Session 2 – Overtaking on a dual carriageway

Normally you will drive in the left hand lane and use the right hand lane for overtaking and turning right.

### Instructions

Use the M.S.M routine to move into the right hand lane and overtake the lorry that is ahead of you. As soon as the overtaking manoeuvre is complete return back to the left hand lane, making sure that you do not block the right hand lane.

View and study the accompanying video and click the OK button.

1. **Accelerate** but do not get too close to the lorry – it is a serious driving error to get extremely close to a vehicle you wish to overtake, especially at this speed.
2. Check your **Mirrors** to view the road behind, if the cars behind are far enough away that you will not endanger them with your overtaking then **Indicate Right**.
3. Pull into the right hand lane and cancel your indicator.
4. Ensure your speed is fast enough to overtake the lorry.
5. Check your **Mirrors** to ensure you are sufficiently ahead of the lorry, and **Indicate Left**.
6. Move into the left hand lane, cancel your **indicator** and check your **Mirrors** once more.

### Hints

- The thing to remember is look everywhere – do not manoeuvre your car unless you know it is absolutely safe to do so.
- Do not get too close to the vehicle you wish to overtake.
- Keep your speed up, you are overtaking the lorry so you need to be going fast enough to not block the right-hand lane, but keep to the speed limit.

### Session 3 – Leaving a dual carriageway

Leaving a dual carriageway by turning right requires moving into the right hand lane well beforehand and slowing down in good time in order to enter the central reservation ready to cross the far side lanes.

### Instructions

Use the M.S.M routine to move into the right hand lane. At the next right turn carefully move into the central reservation, cross the far lanes, and exit this dual carriageway.

1. **Accelerate** and prepare to overtake the lorry. Use the exact same procedure you learnt in the previous session of checking your mirrors, indicating and moving when it's safe to do so.
2. We are going to be turning right into the central reservation, so you do not need to cancel your indicator. **Brake** gently to slow the car down ready for the turn.
3. When you reach the central reservation **Steer Right** into it and stop the car, cancelling your indicator. Use the **Head Turn** icons to view the

road and when it is safe to do so **Accelerate** and move across the lane into the exit road.

## **Section 2 – Approaching and joining a motorway**

### **The safe approach to driving on motorways**

Motorways differ from normal roads by these issues:

- They are designed to help traffic travel fast and safe.
- Only those with a full driving licence can go on them.
- There is no parking on them except at service areas.
- They have special signs that all drivers must know.
- Being multi-lane roads they require multi-lane rules.
- Cycles, motorcycles below 50cc, agricultural and invalid vehicles, horse riders and pedestrians are not allowed on motorways.
- Fast moving multi-lane traffic means that conditions can change very suddenly and dramatically.

### **Journey preparations**

Long distances at high speeds may increase the risk of mechanical failure. You will need to be well prepared for a journey on a motorway, such as:

- Fill up with enough fuel so that you do not run out between service areas, the only places to buy fuel.
- Check that your tyres are in good condition and are at the correct pressure, your life depends on them.
- Check your lights and indicators all work correctly.
- Clean and adjust your mirrors, as well as windows and the windscreen – an all round vision is vital here.
- Check the oil level, radiator and washers levels.

### **Session 1 – Motorway entry roundabouts**

Motorway entry roundabouts, unlike the one ahead can be large and complicated. Observe their large direction signs and get in to the correct lane using the M.S.M and P.S.L routines.

### **Instructions**

You should keep in the left lane and turn left at the roundabout ahead and follow the slip road onto the elevated motorway.

View and study the accompanying video and click the OK button.

1. **Accelerate** and approach the roundabout.
2. Check your **Mirrors** and **Indicate Left**.
3. When you reach the roundabout, use the **Head Turn** icons to survey the roundabout. If clear then **Accelerate** and **Steer Left**, staying in the left lane and following it around.
4. Take the first exit off the roundabout.
5. When you have left the roundabout, cancel your **indicator** and check the **Mirrors**.
6. Continue towards the motorway.

## Session 2 – Joining a motorway

When joining a motorway via a slip road:

- Indicate to let the traffic know of your intentions.
- You should give a side glance to the right.
- Give priority to traffic already on the motorway.
- Join where there is a suitable gap in the traffic.
- Avoid having to stop at the end of the slip road.

### Instructions

We're going to continue along the slip road and approach the motorway with the M.S.M and P.S.L routines and to drive safely on to the motorway.

1. **Indicate Right**.
2. Check your **Mirrors** and use the **Head Turn** icon to survey the motorway lane you are about to move into.
3. If safe then **Steer Right** into the first lane of the motorway.
4. Cancel your **indicator** and check your **Mirrors**.
5. **Accelerate**.

### Hints

- Everything happens quite quickly in this session – so be prepared and know what you're doing, but don't be discouraged if you need to restart the session again.
- Be advised that this session will continue from the same speed and orientation that you finished session 1 at – i.e. there will be no accelerating to start this session, you will be moving immediately.

## Section 3 – Motorway lane discipline and sign test

### The safe approach to motorway lane discipline

When driving on a motorway, multi-lane driving rules apply, such as the following:

- Normally drive in the left hand lane when possible.
- Drive smoothly and stay in the centre of the lane.
- Always check traffic behind, along side and in front.
- Use the M.S.M well before doing any overtaking.
- Move into lane with faster moving traffic only as long as is needed for safe overtaking.
- Do not block faster moving traffic behind you.
- Apply the 2 second rule to traffic in front of you.
- Look further ahead than normal and beware of the traffic all slowing and bunching up together.

### Session 1 – Overtaking on motorways

You are instructed to correctly and safely overtake the lorry in front of you and the coach which is in front of the lorry. After overtaking the coach you should return to the same lane you are now in while maintaining the correct separation distance.

Apply the M.S.M and P.S.L routines to every change of lane. Driving Test Success PRACTICAL will not tell you to check your mirrors or indicate or side glance, but it will check to see if you do these things.

View and study the accompanying video and click the OK button.

### Instructions

1. **Accelerate.**
2. Check your **Mirrors**.
3. Use the **Head Turn** icon to glance into the right hand lane.
4. **Indicate Right** and if clear to do so, move into the right hand lane.
5. Cancel your **indicator** and check your **Mirrors**.
6. As you pass the coach you need to perform the same steps only for pulling into the left hand lane, so check your **Mirrors** and use the **Head Turn** icon to glance to the left. If safe and far enough away from the coach, **Indicate Left**, check your **Mirrors** and then move into the left hand lane.

7. Do not forget to cancel your **indicators** and check your **Mirrors** again after completing the manoeuvre.

## Session 2 – Separation Distances

Revise the 2 second rule by reading the section on stopping distances in the Highway Code book. Please view and study the accompanying video, because we are now going to complete the same manoeuvre.

### Instructions

In this session you are instructed to accelerate to the maximum test speed and to maintain it. The lorry will maintain a separation distance of two seconds as given by the two second rule.

View and study the accompanying video and click the OK button.

1. **Accelerate** up to 30 miles per hour and hold this speed for the duration of this session.
2. This session is not about doing anything right or wrong – it's about **observation**. Notice the lorry pass under the speed signs or bridge and how you should be at least 2 seconds from doing the same thing.
3. Continue along the motorway keeping your speed constant and you will be given a separation distance time at the end of the session.

## Session 2 – Continued

Now we will do a second run, but this time it will be at a speed of 40 miles per hour.

4. **Accelerate** up to 40 miles per hour and hold this speed.
5. Continue along the motorway keeping your speed constant and you will be given a separation distance time at the end of the session.

## Session 2 – Continued

Now we will do a second run, but this time it will be at a speed of 50 miles per hour.

6. **Accelerate** up to 50 miles per hour and hold this speed.
7. Continue along the motorway keeping your speed constant and you will be given a separation distance time at the end of the session.

### Session 3 – Lane Controls

The overhead road signs and messages control the motorway traffic flow, by restricting speeds and by closing, opening and merging lanes as required.

#### Instructions

You are instructed to stay behind the lorry. You should also observe the motorway signs and keep to the correct speed and make sure you move into the correct lane at all times. Use the M.S.M and P.S.L routines well before changing each and every motorway lane.

1. **Accelerate** and remember we're following the lorry no matter which lane it moves into. As the road works approach you need to change lane.
2. In order to change lane on a motorway you need to do the following: Check your **Mirrors**, glance over your shoulder to view the lane you are about to move into using the **Head Turn** icons, **Indicate**, **Steer** into the lane smoothly and under control, cancel your **indicator** and check your **Mirrors**.
3. Using the procedure above – follow the lorry as it does the following:
4. Moves into the middle lane in order to go around the road works.
5. Moves back into the left hand lane.
6. Moves into the middle lane in order to go around the second set of road works.
7. Moves back into the left hand lane.

#### Hints

- Don't go too fast – you need to keep your separation distance.
- Remember the traffic will slow down as you pass the road works due to the lane and speed restriction, so anticipate this and brake in time.
- Do not forget to glance over your shoulder.

### Session 4 – Motorway signs and signals test

In this part of the driving sessions on motorway lane discipline you will take a motorway signs and signals test.

This test will consist of 16 questions. In each of the questions a common motorway sign will be shown and there will be a choice of three or more answers to pick from. Your score out of 100 will be stored in your Driver's record.

## Answers to the Test

The correct answers will now follow – please do not read this section until you have attempted the actual test at least once!

Question 1	Entry to a motorway 1	Answer	2
Question 2	Entry to a motorway 2	Answer	3
Question 3	Motorway Exits 1	Answer	2
Question 4	Motorway Exits 2	Answer	3
Question 5	Motorway Exits 3	Answer	1
Question 6	Motorway Exits 4	Answer	2
Question 7	Gantry Exit Sign 1	Answer	3
Question 8	Gantry Exit Sign 2	Answer	1
Question 9	Services Signs 1	Answer	3
Question 10	Services Signs 2	Answer	3
Question 11	Road Works Signs 1	Answer	3
Question 12	Road Works Signs 2	Answer	1
Question 13	Gantry Signs 1	Answer	3
Question 14	Gantry Signs 2	Answer	3
Question 15	Gantry Signs 3	Answer	2
Question 16	Central Signs	Answer	1

## Section 4 – Encountering motorway hazards

### The safe approach to motorway hazards

Motorways are generally safer than ordinary roads. They are designed with minimum bends and junctions to allow for a maximum flow of fast traffic.

But because of the high density of vehicles and the high speeds involved, hazards on the motorway can be much more difficult to manage and more lethal to many drivers when in an uncontrolled situation.

In this section we deal with three common hazards – the motorway incident, the motorway road works and driving on the motorway in foggy conditions.

### Session 1 – Motorway incidents

Motorways are statistically safer than other roads. However, due to the volume of traffic and its high speed, when the motorway incident occurs, it tends to involve many more vehicles and often results in worse injuries.

## Instructions

Continue along the motorway. Further along there is a motorway incident. Apply the M.S.M and the P.S.L routines when changing lane and slowing.

1. **Accelerate.**
2. As the police car passes you on the road ahead you can make out the hazard and the gantry sign informs you to move to the left hand lane. Use the standard lane changing procedure in this case: Check your **Mirrors**, Glance over your shoulder to the left with the **Head Turn** icon, **Indicate Left** and **Steer** into the left lane when safe to do so.
3. Once you have changed lane, cancel your **indicator** and check your **Mirrors**.
4. You should pass by the hazard keeping to the speed limit and also checking your distance from the vehicles in front. Do not turn or slow to look at the accident scene, you will fail for doing so.

## Session 2 – Motorway Road Works

Road works always occur with traffic flow controls.

When encountering road works you should:

- Reduce your speed in good time before the works.
- Get in the correct lane, as indicated by the signs.
- Do not exceed the speed limits that are imposed.
- Keep your correct and safe separation distance.
- Do not change lanes suddenly, drive smoothly.
- Beware of exits and entrances for works vehicles.
- Beware of any slow moving large works vehicles.

## Instructions

1. **Accelerate.**
2. On the road ahead you can make out the road works and the gantry sign informs you to move to the right hand lane. Use the standard lane changing procedure in this case: Check your **Mirrors**, Glance over your shoulder to the right with the **Head Turn** icon, **Indicate Right** and **Steer** into the right lane when safe to do so.
3. Once you have changed lane, cancel your **indicator** and check your **Mirrors**.
4. You should pass by the road works keeping to the speed limit and also checking your distance from the vehicles in front.
5. When you have passed the road works, perform the “Lane Change” procedure to move back into the left hand lane.

## Session 3 – Driving in patchy fog

Fog is not a killer, but bad driving practices in fog are.

When driving in patchy fog on the motorway:

- Check your mirrors and slow down straight away.
- In dense fog conditions use dipped headlights.
- Switch on fog lights if visibility drops to 100 metres.
- Leave plenty of space and check your speedometer.
- Be alert to incidents ahead and warning signals.
- Stay out of the fast lane and the need for speed.
- Look out for motorway signs and speed limits.

### Instructions

1. Click the **Fog Lights** icon to switch on the fog lights.
2. **Accelerate** and maintain your speed until you see the gantry sign warning of fog ahead.
3. Continue along the left hand lane, do not change lane, but do keep an eye on your speed, the vehicles in front of you and check your mirrors often to observe the traffic behind you. Maintain a correct and safe separation distance from the lorry in front.

## Section 5 – Leaving the motorway

### The safe approach to leaving a motorway

This section is about leaving a motorway. Generally you will exit from the left hand lane on to a slip road. When approaching a slip road to exit a motorway you should:

- Use your mirrors (M.S.M) and signal in good time.
- Get into the correct lane, usually the left lane.
- Observe the approach exit signs and markers.
- Reduce speed and look ahead for traffic queues.
- Remember, you are moving on to a new road which may well have different rules, a new speed limit and non-motorway vehicles and pedestrians.

View and study the accompanying video and click the OK button.

## Session 1 – Approaching a slip road

Vehicles usually leave a motorway via a slip road.

There is a junction exist sign one mile before the slip-road and another at half a mile. Then there will be 300, 200 and 100 yard marker signs just before the deceleration lane which leads to the slip road.

### Instructions

You should move over to the left hand lane using the M.S.M and P.S.L routines in readiness to exit the motorway via the slip road which is ahead.

1. **Accelerate.**
2. On the road sign you can see that you need to move to the left hand lane. Use the standard lane changing procedure: Check your **Mirrors**, Glance over your shoulder to the left with the **Head Turn** icon, **Indicate Left** and **Steer** into the left lane when safe to do so.
3. Once you have changed lane, cancel your **indicator** and check your **Mirrors**.
4. Continue in this lane.

## Session 2 – Using a slip road exit

Slip roads may lead back to ordinary roads or they may be a link to another motorway. Sometimes a slip road consists of the left hand lane of the motorway, and this reduces the motorway's total lanes by one.

### Instructions

In this session you must move left across a lane using the M.S.M and P.S.L routines and then continue along the deceleration lane to actually exit the motorway via the slip road. Be advised that you will start this session at the same speed and position that you finished session 1 on.

1. On the gantry sign you can see that you need to move to the left hand lane. Use the standard lane changing procedure: Check your **Mirrors**, Glance over your shoulder to the left with the **Head Turn** icon, **Indicate Left** and **Steer** into the left lane when safe to do so.
2. Once you have changed lane, cancel your **indicator** and check your **Mirrors**.
3. Continue along the deceleration lane, slowing the car down and check your **Mirrors** before turning the corner and leaving the motorway.

## Module 8 – The Practical Driving Skills Test

### Introduction

You have now completed all of the practical driving sessions that Driving Test Success PRACTICAL has to offer. You have reversed around corners, dealt with road hazards and bad weather, emergency stopped in front of unwary school children and much more. Now it is time to collect everything you have learned together into one final test.

Module 8 is one continuous driving test. This test is **not** a simulation of the official Driving Standards Agency practical driving test that learners must take and pass to obtain their full driving licence.

This driving test is included to allow you to check your training progress and to see how well you have learnt the key driving skills such as the M.S.M and P.S.L routines, and how well you can recognise and respond to hazardous road situations.

A summary report containing scores on your skills and driving faults will be displayed at the end of the test.

Due to the nature of this Module we are not going to lead you through it step-by-step, but rather give you key points to remember for as you take the test.

### The Test

Please take note of the following that apply throughout the test:

- Most instructions will be voiced ones telling you where to drive or which manoeuvre you are about to do.
- The same use of car controls as in the other modules will apply throughout the test. Use of these controls will be checked and scored only where appropriate to the manoeuvre. The correct order of use of the controls will also be checked.
- Driving faults totals will be displayed in the top left of the screen. These can be switched on or off by pressing the F5 key.
- The test will take around 20 minutes, involve some manoeuvres and driving hazards and then the car will return to the Test Centre.
- A summary report will be displayed at the end of the test, and the report will be saved to a disk file for future reference.
- The test can be aborted at any time by pressing the Escape key, but the accumulated totals will be lost and the report will not be available.

There is a fact sheet associated with this test, please review “Information Fact Sheet – About: Driving Test Requirements” in Appendix A of this manual.

## Test Areas

The test will contain 213 separate checks spread over 17 different driving areas. For each check there are one of four possible outcomes. You will either pass it correctly or fail it in one of three different ways: **F**, **S** and **D**. ‘F’ are driving faults, ‘S’ are serious driving faults and ‘D’ are dangerous driving faults.

The 17 different areas are as follows, the number in brackets is the number of times you will be checked during the test:

1. Maintenance questions (2)
2. Pre-drive safety checks (6)
3. Moving off questions (3)
4. Moving off at an angle (4)
5. Forward steering skills (15)
6. Reversing to the left: steering (3) and observation (3)
7. Reverse parking: steering (4) and observation (6)
8. Use of M.S.M routine: mirrors (45) and signals (21)
9. Use of P.S.L routine: car position (7) and car speed (5)
10. Use of signals: on overtaking (4) and cancelling (8)
11. Signal response: signs (1) and lights (1)
12. Use of Speed (5)
13. Junctions: speed (9), observation (12) and signals (16)
14. Positioning: normal (16) and lanes (4)
15. Clearance of hazards (8)
16. Pedestrian hazards (3)
17. Emergency stop: safety (2) and observation (2)

## Hints

- Listen carefully to the voiced instructions, not only will they tell you which direction to take but also exactly what to do next.
- There are 45 different times when you will be checked to see if you used your mirrors correctly – do not forget them! You should remember all you have learnt from the previous modules and check your mirrors in accordance with the M.S.M routine. This means if you’re about to overtake a parked car – check your mirrors and blind spot first, if you’re about to drive around a sharp bend, check your mirrors. If you had to stop for any reason, check your mirrors before

pulling away. Never under-estimate just how important your car mirrors are.

- Mirrors however do not show you everything – there are many times throughout the test when you will need to use the head turn icons to check your blind spots. Especially when preparing for manoeuvres, overtaking and pulling out.
- Obey the road signs; they are there for a reason! If the sign says to “Stop” then that is exactly what you should do, regardless of if the road may be clear of vehicles. They are there for your own safety.
- When reversing, remember the controls are now working in reverse – do not get caught out and steer the car in the wrong direction.
- When reverse parking be sure to get the car close enough to the kerb so that you’re not “stuck out” into the road too far.
- Watch your speed – you will fail a driving test, simulated or otherwise, by going too fast. Speed kills. There are areas in the test where you should not exceed a 20 mph limit, watch out for them.
- Check both ways before entering the roundabout and only move if it is safe to do so. Be sure to change your indicator to signal your intention to move off the roundabout at the right time.
- Look out for the pedestrians, especially those who are not looking out for you!

Remember you can redo any part of Driving Test Success PRACTICAL at any time to refresh your memory and hone your driving skills.

While driving itself is a very serious matter, please do not be too distraught if you do not pass the test within Driving Test Success PRACTICAL first time. You can repeat it as often as you wish and refer to the hints above and throughout the rest of this manual to aid you through it.

From everyone in the Driving Test Success PRACTICAL team - Good luck.

## **The Information Centre**

The Information Centre contains a wealth of advice, tips and areas for further reading as well as web sites to visit. To access the Information Centre click the top option from the Main Menu labelled “**Information Centre – Overview of Driver Training**”.

## **The Five Stages of Training**

The first thing you will notice once inside the Information Centre is that it has been broken down into 5 categories for you. They are listed across the top of the page in 5 round blue buttons and are as follows:

- Get Started
- Learn to Drive
- Learn the Theory
- Pass the Tests
- Follow Up

By default the “Get Started” category will be selected. To pick a different category, click once with the left mouse button on any of the five buttons.

### **Get Started**

This category deals with starting out on the learning to drive process and covers topics such as “What is the first thing I must do?” to “What is the goal of learning to drive a car?” It is full of good advice, lists of forms and leaflets to obtain and facts.

### **Learn to Drive**

Now you’ve got your provisional license how do you go about selecting a driving instructor? What should you look out for or expect from an ADI? What to do if you’re not happy with your ADI and other similar topics.

### **Learn the Theory**

This section deals with knowing how to tell when you’re ready to take your Theory Test, what products can assist with this and where the test taken amongst other related topics.

## Pass the Tests

So you've passed your Theory Test – now how do you tell when you are ready to take your Driving Test? What is the test about and when you pass what happens next?

## Follow Up

The final section deals with the legal documents you need in order to drive in UK roads, what to look out for when on the roads and how to take your driving even further with advanced driving tests.

## Using the Information Centre

The Information Centre screen is split into four distinct sections. At the top you will notice a range of questions. They are numbered from **Q01** and up. An example question is “Q02: What is the first thing I must do?”

Just like with a web browser you can place your mouse over a question and click it once with the left mouse button to view that piece of information.

When your mouse is hovered over a question you will notice that the colour of the question text turns from white to yellow and the background turns to a darker shade of blue.

Move over a question and click one. What happens now is that the question is broken down into **smaller sections**. If these new sections are under-lined then it means the section is a link in itself, leading to more information.

For example if you click “Q03: What are the conditions to obtaining a provisional driving license?” you will see 4 items appear. These are identified by the > symbol before their title. I.e.:

- You must be at least 17 years old to drive a car, and,
- You must be physically and mentally fit enough to safely drive a car.

(More options will appear to you but we have left them out here to keep things simple).

In exactly the same way you selected the Question originally, you can hover the mouse over one of these new sections if they are underlined and click once with the left mouse button in order to view **more information**.

When you click the information is loaded into the area just below the list of sections.

Sometimes the information might be an image (say an image of a driving license) and sometimes it will be textual information for you to read. But always remember that if the text is underlined then you can click it!

You will notice that sometimes when you click a section icons will appear in the top right “Further Information” area. There are three possible icons:

- What to do
- More Info
- Fact File

Each of these icons can be clicked and will un-earth even more details about the specific section you are reading.

“**What to do**” gives you direct advice and actions to take. For example it could tell you when you notify the DVLA or the number of the leaflet you need to obtain.

“**More Info**” expands on the section even further and will list all of the “fine details” not included in the summary.

The “**Fact File**” is full of just that – facts. For example driving under the influence of illegal drugs is a criminal offence. The Fact File contains the hard hitting facts and data you need and is worth clicking on to read.

## Reference Buttons

There are three reference buttons in the bottom right of the Information Centre each leading to specific information. They are:

- DTSP Help
- Organisations
- Books

The **DTSP Help** section will present you with a wide array of help files about every aspect of the Driving Test Success PRACTICAL (DTSP) program. This includes the purpose behind DTSP, how to set-up the controls and help on each of the Modules. Although not as comprehensive as this manual it is useful to have this information available to you from within the software at any time.

**Organisations** will present you with a list of the companies and agencies involved in both the production of Driving Test Success PRACTICAL and the

driving learning process itself. Click a company name to view further information about that organisation.

**Books** will offer you some reading recommendations for both learning to drive and what to do after you have passed.

## **To Leave the Information Centre**

Simply click the red “Finish” icon in the bottom right corner and you will return to the Main Menu.

## Program Options

From the Program Options page you can configure the way that Driving Test Success PRACTICAL operates on your PC. To access the Program Options click the “**Options**” button located at the bottom left of the Main Menu.

There are three sections of Options available to you.

### Program Start-up

When you start Driving Test Success PRACTICAL it opens with an introductory video. Although initially useful with prolonged use of the software you may find that you wish to skip this video. To do so simply remove the tick from the box next to “**Open with Introductory Video**” by clicking once on the box with your left mouse button. Should you wish to turn the introductory video back on again click the box once more and check that the tick has re-appeared.

At the beginning of Driving Test Success PRACTICAL you are greeted with a login screen. Once you have logged-in your Drivers Record appears. This shows you how far you have proceeded through the Modules and tests on offer. However if you prefer to jump directly to the Main Menu and skip the Drivers Record appearing then following the same procedure as above, click the box next to “**Open driver’s record after login**” to remove the tick.

“**Open with advanced driver setup**”. This area is for ADI use. It will allow you to skip to the driving part of Module 2 directly without first having to complete the previous sections.

Please note that any changes made within the Program Start-up section will take effect from the next time you start Driving Test Success PRACTICAL.

### Program Sound

We have tried to make Driving Test Success PRACTICAL sound as realistic as possible during the driving simulations. However should you find that the voices are too quiet or the engine sound too loud you can alter both in this section.

By default the **Master Volumes** for “voice overs” and “car sounds” are set to 75%. You can change this by clicking with the left mouse button and dragging the slider left or right across the scale. As you do this you will notice the percentage value change. A value of 0% means total silence while a value of

100% means as loud as your PC and speakers are currently capable of. To the right of the slider is an icon of a **loud speaker**. If you click this then either a voice over or a car sound will play at the current Master Volume. You will notice that while you drag the slider the sound plays automatically. This is useful to find the sound level that is suitable for you.

If you prefer to **turn off** the Voice Overs or the Car sounds altogether then you will notice two tick-boxes on the far right next to each. Simply remove the tick from the box by clicking once with the left mouse button and you will no longer hear those sounds during use of Driving Test Success PRACTICAL. To enable the sounds again click on the box to replace the tick.

## Program Car Controls

The benefit of driving a real car is that you use both hands and both feet to control the vehicle. With Driving Test Success PRACTICAL you have to rely on the control devices offered by a standard PC and this limits you to the keyboard to simulate what your hands and feet would otherwise do.

In the Car Controls section you can change which keyboard keys control which actions in your simulated car. You will see that by default they are set as follows:

Action	Key
Accelerator Pedal Key	Up Arrow
Brake Pedal Key	Down Arrow
Steering Left Key	Left Arrow
Steering Right Key	Right Arrow
Left Indicator Key	< (Less Than)
Right Indicator Key	> (Greater Than)
Look Forward Key	End
Turn Head Right Key	Page Down
Turn Head Left Key	Delete
Headlights On/Off Key	Insert
Dip Headlights Key	Home
Sound Car Horn Key	Page Up

The reason for the default keys are that if you look down at your keyboard you'll notice they are arranged nearly around the main car controls – the arrow keys. The most frequently used actions (such as Turning your Head left or Right) are set to the Page Down and Delete keys because they are naturally on the left and right of the arrow keys and easiest to reach.

Should you wish to **change the controls** you can do so. Simply click on the white box once with the left mouse button. It will prompt you to now press the

key you wish to use instead. Press this key once until the name of that key appears in the white box instead, replacing whatever was there previously.

There are some keys you cannot use to control the car. These include the Function keys (F1, F2, F3, etc), the Shift key, the Alternate (Alt) key and the Tab key.

**Please Note:** The four directional arrow keys will always be assigned to accelerate, brake, steer left and steer right. Although you can set different keys to perform these actions, you can not change the four arrow keys to do anything else.

You can change all of the keys by following this process. You are encouraged to pick the replacement keys carefully. Make sure that the controls you'll need the most are within easy reach of your fingers. It may help if you write down the controls and post them up nearby your monitor.

When you have finished making all the changes you want click the red "Finish" button in the bottom right corner to save your changes and return to Driving Test Success PRACTICAL.

## Video Viewer Facility

The Video Viewer Facility is available from the main menu of Driving Test Success PRACTICAL. Simply click on the **Videos** button at the bottom of the screen and the Video Viewer will appear.

The objective of the Video Viewer is to allow you to watch previously seen videos again without having to repeat the lesson or Module. This serves as an ideal way to re-cap the main points of a lesson.

When the Video Viewer appears you will notice that it is structured by Modules. Along the top of the Viewer are tabs. When you click on a tab the titles of the videos for that Module are displayed.

For example by clicking on the “Module 3” tab it will list the videos associated with the “Bends and Junctions” lessons. You are strongly encouraged to sit and view the videos on offer. Not only do they show you ideal driving practise but they give you real live road footage and awareness.

To select a video simply hover your mouse over the title of the video. You will notice that the background of the title turns grey in colour. This is a visual aid showing you which video your mouse is currently hovered over.

To watch the currently highlighted video, just click once with your left mouse button. The list of video titles will disappear and the video will start to play within the Video Viewer.

While the Video is playing you can click the **Stop** button. This will stop the video immediately and return you to the video titles list. If you decide you wish to watch the video again then you can click the **Play** button. It will remember which video you previously viewed and run it again for you.

When the video finishes and the commentary stops the video viewer screen will turn and remain black. At this point you have three options. You can click the **Play** button to watch the video again. You can click the **Video List** button to view the list of video titles or you can click the **OK** button to leave the Video Viewer Facility.

At any point in the Video Viewer you may click the **OK** button to leave the Video Viewer and return to Driving Test Success PRACTICAL.

## The Driver's Record

You can access your Driver's Record at any time from the Main Menu by clicking the Driver's Record button:



The Driver's Record is your full record of training progress. The record will be automatically kept up to date by Driving Test Success PRACTICAL as you advance through the training program.

You are encouraged to fill out your details on the Personal Page. These will be kept as a useful reminder of your key training information.

Driving Test Success PRACTICAL will save into the record your start and completion dates, your mileage, progress and the various test scores for each of the seven training modules you will advance through.

Most pages also have a convenient space for entry of your own personal notes.

There are 5 tabs across the top of the Driver's Record which are:

### **Introduction**

This is a brief overview of the record.

### **Personal**

This section includes personal information such as the driver's name, eyesight tests, provisional licence obtained, driving instructor's name, etc.

### **Training**

Here we have a summary of the whole of Driving Test Success PRACTICAL. It will tell you how many modules you have completed, the total time spent training, how many (virtual!) miles you have covered and the current training module you're studying.

## Module

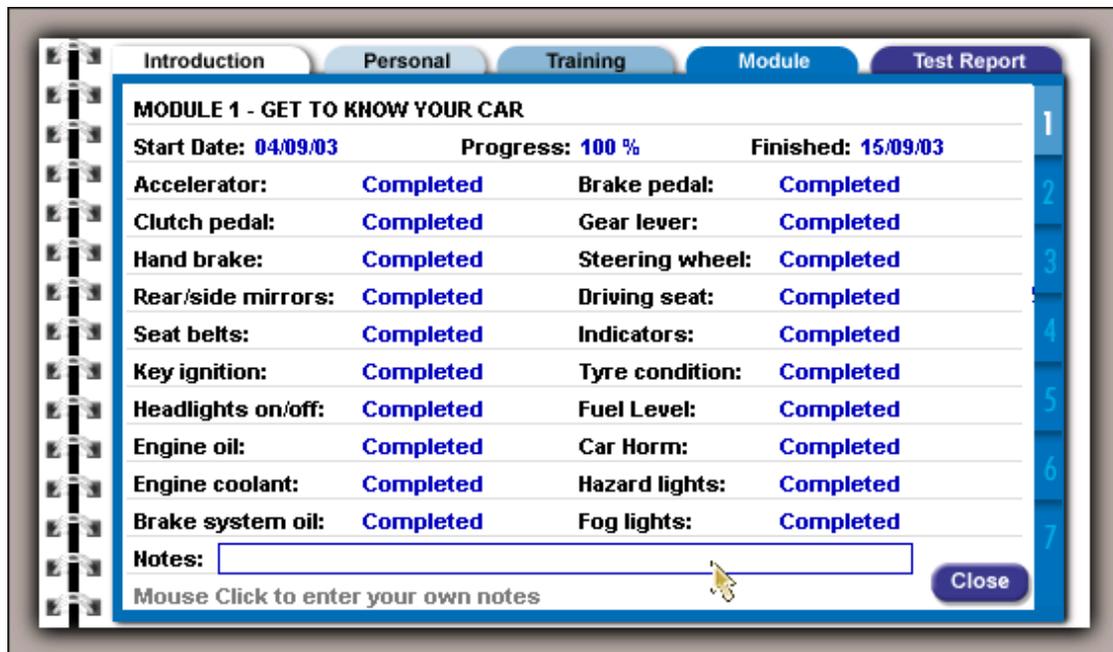
Here you can see exactly which parts of the Modules you have completed (please see below for further instructions on this area).

## Test Report

If you have taken a practice test (Module 8) then the report from it is given here.

## Using the Module section

Here is a typical Driver's Record, opened on the Module tab:



As you can see it is showing the results of Module 1 – when we first attempted it, how far through we got and when it was completed (if at all). Then each section of the Module is broken down so you can see exactly what you have Completed, Studied or not yet attempted.

An important navigation feature is the tabs on the right-hand side of the page numbered 1 to 7. Clicking on those numbers will show the results for that respective Module. So if you've just finished module 6 and want to see the summary of it, click on the 6 on the right-hand side. Using this technique you can browse the entire Module area.

To close the Driver's Record simply click the "Close" button.

## Program Development Credits

Driving Test Success PRACTICAL has been a team effort from the beginning to end. Thanks go to the following, whose dedicated efforts have made this product possible:

Publishing and Support by **Focus Multimedia Limited**.  
<http://www.focusmm.co.uk>

Project Development by **The Game Creators Limited**.  
<http://www.thegamecreators.com>

Program development language: **DarkBASIC Version 1.13**  
<http://www.darkbasic.com>

Managing Director:	Craig Johnson
Project Coordinators:	Rick Vanner, Jenny Humphreys
Software Programmer:	Keston James
Install Programmer:	Lee Bamber
Technical Engineer:	Steve Bagnall
Graphics and Modelling:	Andy Bolt, Simon Benge, Keston James
ADI Instructor Support:	Debbie Blake
Voice Over Artist:	Fillipo Fiori
Sound Production:	Darren Ithell
Video Production:	Rick Vanner, Debbie Blake, Jenny Humphreys
Art and Packaging:	Kate Woodhead
Program QA:	Rick Vanner, Keston James, Jenny Humphreys, Mark Udall, The Focus Technical Support Team
Manual Author:	Richard Davey
Standards Information:	The Driving Standards Agency
Research Information:	The Department of Transport and Local Regions

## Technical Support

Driving Test Success PRACTICAL is owned and published by Focus Multimedia Limited. The technical support staff at Focus will endeavour to answer by email any queries in English sent by the original registered user regarding the use of the software or its application for a period of 60 days after the first support service email, which must be made within the warranty period.

For email support please email [support@focusmm.co.uk](mailto:support@focusmm.co.uk)

If you are having trouble running Driving Test Success PRACTICAL then please try the following.

### DirectX Version Checking

#### What is DirectX and why do I need it?

In very general terms, DirectX is an interface between programs (applications and games) and the drivers that run your graphics, sound and other computer hardware.

When an application or game is written for DirectX, the programmer does not have to worry about exactly which sound card or graphics adapter might be installed in the end-user's machine. DirectX takes care of that for him.

DirectX plays a role in many functions, including 3D rendering, video playback, still and motion capture, TV Viewing applications, joystick and mouse interfaces, networking for multiplayer games and lots more.

As a result, most Windows 98 and Windows 95 users should consider DirectX as a REQUIREMENT. Without it, you are missing out on a huge amount of compatibility and functionality.

To learn more about the nature of DirectX, read Microsoft's "Home User FAQ" at the following location:

<http://support.microsoft.com/Support/DirectX/faq>

Driving Test Success PRACTICAL requires DirectX 9.0b installed.

## How can I tell which version of DirectX is currently installed?

Recent versions of DirectX include a tool called "DXDiag", which will display the version of DirectX on the system.

Click START - RUN, type DXDIAG and click OK

When the DirectX Diagnostic Tool appears, read the DirectX version information near the bottom of the display

Some versions of DXDIAG may not show an obvious version number. If you see a long string of numbers, such as "4.06.02.0436", use the table below to determine which version of DirectX is installed.

If don't have access to DXDiag, you can determine which version of DirectX is installed by comparing the "file version" information for DDRAW.DLL to the table below:

Locate DDRAW.DLL in the \Windows\System directory, using Windows Explorer, or Start - Find - Files or Folders.

Right click DDRAW.DLL, select "Properties" from the pop-up menu, then click the "Version" tab. Read the file version number.

Locate the DDRAW.DLL file version number in the table below, and read off the corresponding DirectX version number.

### DDRAW.DLL file version - DirectX version - Notes

4.08.01.0881	DirectX 8.1	DirectX 8.1 update for Windows 98/98SE/ME/2000
4.08.01.0810	DirectX 8.1	DirectX 8.1 is part of the default Windows XP installation.
4.08.00.0400	DirectX 8.0	
4.07.01.3000	DirectX 7.1	DirectX 7.1 is a part of the default Windows ME installation.
4.07.00.0716	DirectX 7.0a	
4.07.00.0700	DirectX 7.0	DirectX 7.0 is a part of the default Windows 2000 installation. This version was also released as a separate update for Windows 95/98.
4.06.03.0518	DirectX 6.1a	DirectX 6.1a is a part of the default Windows 98 Second Edition (version 4.10.2222a) installation.
4.06.02.0436	DirectX 6.1	
4.06.00.0318	DirectX 6.0	
4.05.01.1998	DirectX 5.2	DirectX 5.2 is a part of the default Windows 98 (version 4.10.1998) installation.
4.05.00.0155	DirectX 5.0	
4.04.00.0068	DirectX 3.0	
4.03.00.1096	DirectX 2.0	
4.02.00.0095	DirectX 1.0	

## **Where can I get the latest version of DirectX?**

Microsoft maintains a website for DirectX information and downloads.  
Visit <http://www.microsoft.com/directx>

To go directly to the "Home User Downloads" section of the Microsoft DirectX site, follow this link:

<http://www.microsoft.com/directx/homeuser/downloads>

You may be routed to the "Windows Update" site to actually obtain the required files.

Windows 98 and Windows 2000 users may wish to launch "Windows Update" from the Start menu.

## **Video Card Power**

Your video card must be sufficiently powerful in order to run Driving Test Success PRACTICAL. You need at least 16 MB of video card memory.

Laptop computers are particularly bad for having video cards with very low amounts of memory. Equally - so are PCs that have "on-board" video cards (i.e. those built into the motherboard). While on-board cards are a lot better they are usually at the budget end of the range of cards available and hence are not as fast or have as many features as a true dedicated video card offers.

The less memory and speed your card has, the less you'll be able to do in your games.

We strongly recommend reading the following video card hardware guides if you are in the market for purchasing a new card:

<http://www.tomshardware.com/graphic/20030714/index.html>

## **Video Card Drivers**

It doesn't matter if you have the latest version of DirectX if your video card drivers do not fully support it.

You will often receive errors similar to "D3D Error: Cannot create D3D Device" and other D3D related messages. This is Windows way of telling you "upgrade your drivers!"

If you have an NVIDIA graphics card you can get the latest drivers from:

<http://www.nvidia.com/content/drivers/drivers.asp>

At the time of writing the latest NVIDIA drivers for Windows XP are:  
Detonator FX Version 45.23

For ATI based cards see:  
<http://www.ati.com/support/driver.html>

At the time of writing the latest ATI drivers for Windows XP are:  
Catalyst XP 3.7  
Do not under-estimate just how important it is to have a working combination of current video card drivers and DirectX.

### **Operating System Service Packs**

Windows XP Users should download and install the Service Packs available from the Microsoft web site. This resolves several known problems with DirectX and DarkBASIC compatibility.

Windows XP Professional Service Pack 1a  
<http://www.microsoft.com/windowsxp/pro/downloads/default.asp>

Windows XP Home Edition Service Pack 1a  
<http://www.microsoft.com/windowsxp/home/downloads/default.asp>

### **General PC Safety**

With so many virus and worm attacks these days it is imperative you install and keep updated a decent anti-virus package.

Norton Anti-Virus 2004 is now available and is the world's most trusted anti virus solution. Buy it, install it and make sure you update the virus definition files daily.

[http://www.symantec.com/nav/nav\\_9xnt/](http://www.symantec.com/nav/nav_9xnt/)

A virus on your PC can and will interfere with your operational ability and overall stability of your PC.

## System Requirements

Driving Test Success PRACTICAL requires that your PC meets the following system requirements:

- **Operating System:** Windows 98 / ME / 2000 / XP
- **CPU Type and Speed:** 450 MHz Pentium III 450 or equivalent
- **Hard Drive Space:** 211MB of hard disk space
- **Memory:** 64MB of Ram (128MB Recommended)
- **Graphics:** Any 16MB 100% Direct X8.1 compatible graphics card (800x600x16bit or higher).
- **CD ROM Speed:** 4x or faster if running videos from CD.
- **Audio:** Any 100% DirectX 8.1 compatible sound card.
- **Printer:** Required to print this user guide.
- **Internet Access:** Not required.

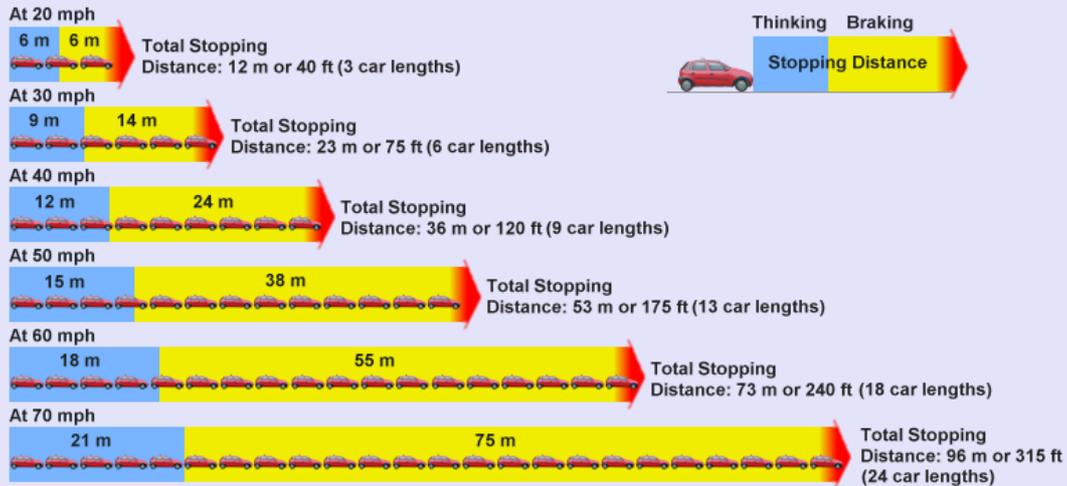
## Appendix A - Information Fact Sheets

The following fact sheets appear throughout Driving Test Success PRACTICAL and are presented here in an easy to print format for your reference.

The Fact Sheets are as follows, 2 per page:

1. About: Stopping Distances
2. Roundabout Lesson 1: Turning Left
3. Roundabout Lesson 2: Straight Across
4. Roundabout Lesson 3: Turning Right
5. Parking in a car park
6. About: Separation Distances
7. About: Turning the Car Around Part 1 - Turning right
8. About: Turning the Car Around Part 2 - Reversing Left
9. About: Turning the Car Around Part 3 - Turning right
10. About: Road Markings
11. About: Pedestrian Crossings: The Zebra Crossing
12. About: Pedestrian Crossings: The Pelican Crossing
13. About: Pedestrian Crossings: Other Types
14. About: Driving Test Requirements

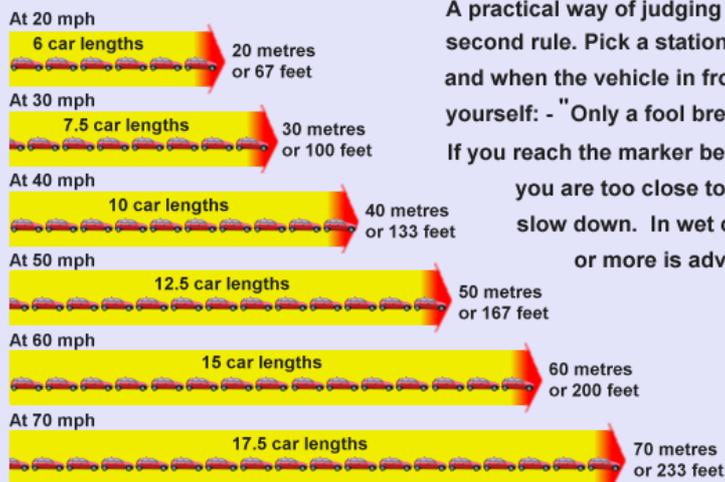
Stopping Distance is the distance your vehicle travels from the moment you realise that you need to halt the car to the moment that the car actually halts. Stopping distance consists of thinking distance and braking distance. See the illustration to the right.



The chart above shows stopping distances for speeds from 20 mph to 70 mph



Many road accidents are caused by drivers not keeping a safe separation distance to the vehicle in front. In dry conditions a distance of one metre for each mph of your speed is a recommended guide. In wet and icy conditions the separation distance is at least double.



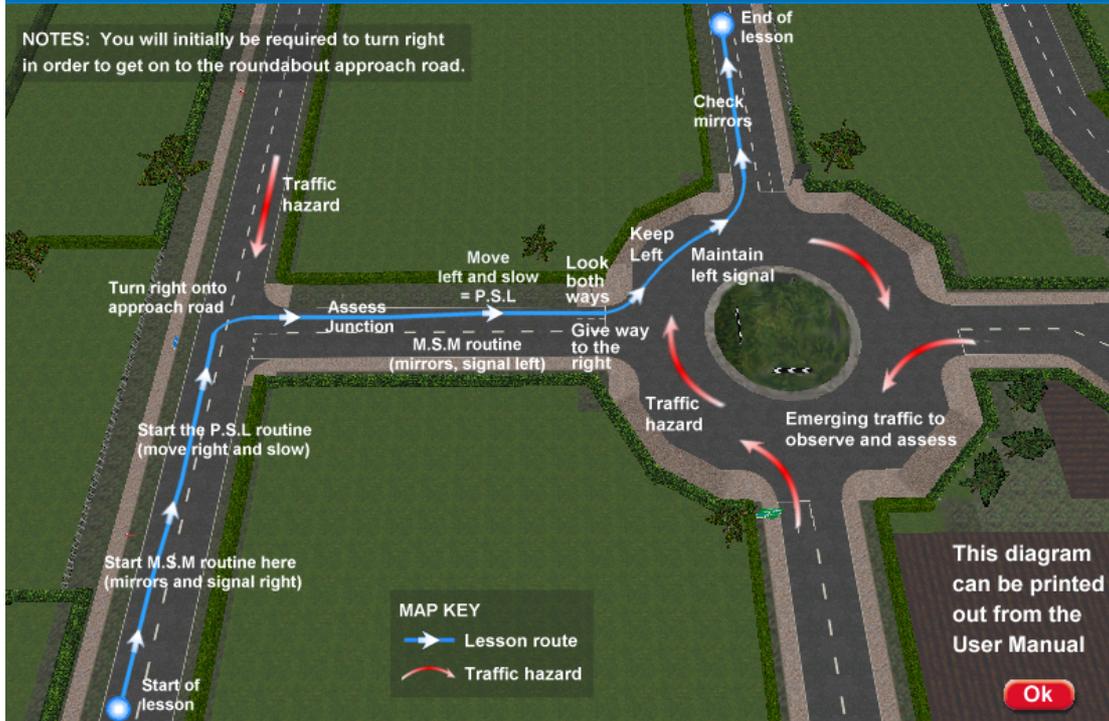
A practical way of judging your distance is to use the two second rule. Pick a stationary marker (like a sign or bridge) and when the vehicle in front passes the marker, say to yourself: - "Only a fool breaks the two second rule."

If you reach the marker before finishing the phrase, then you are too close to the vehicle in front and should slow down. In wet conditions a gap of four seconds or more is advised.

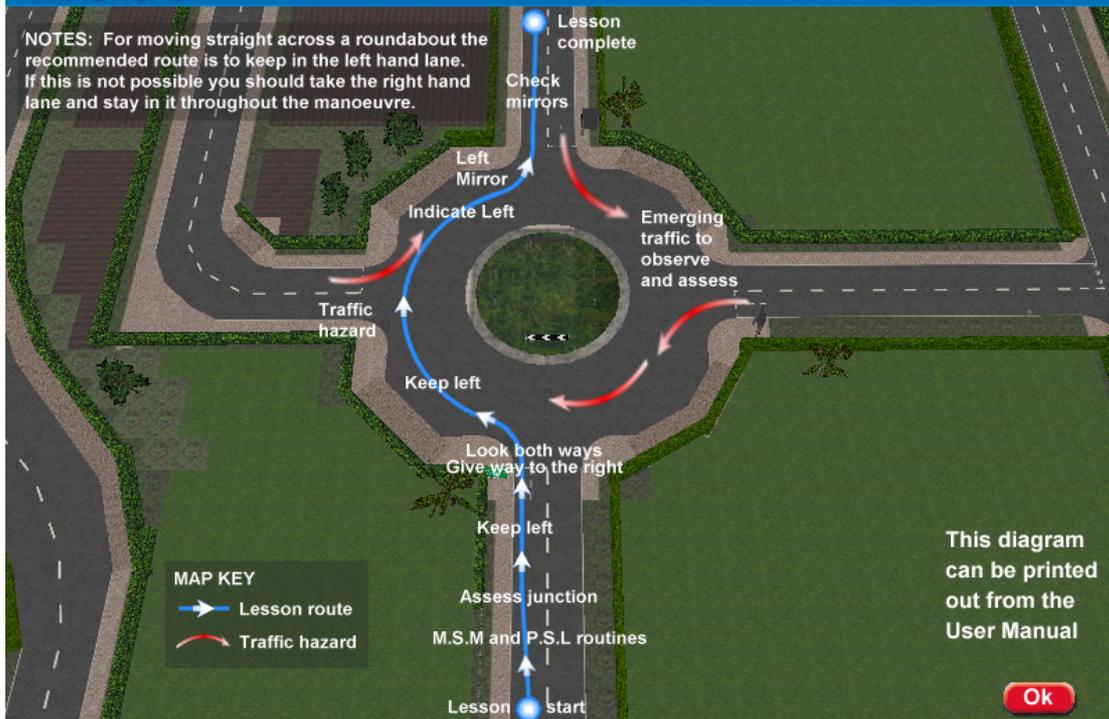
The chart above shows separation distances for speeds from 20 mph to 70 mph



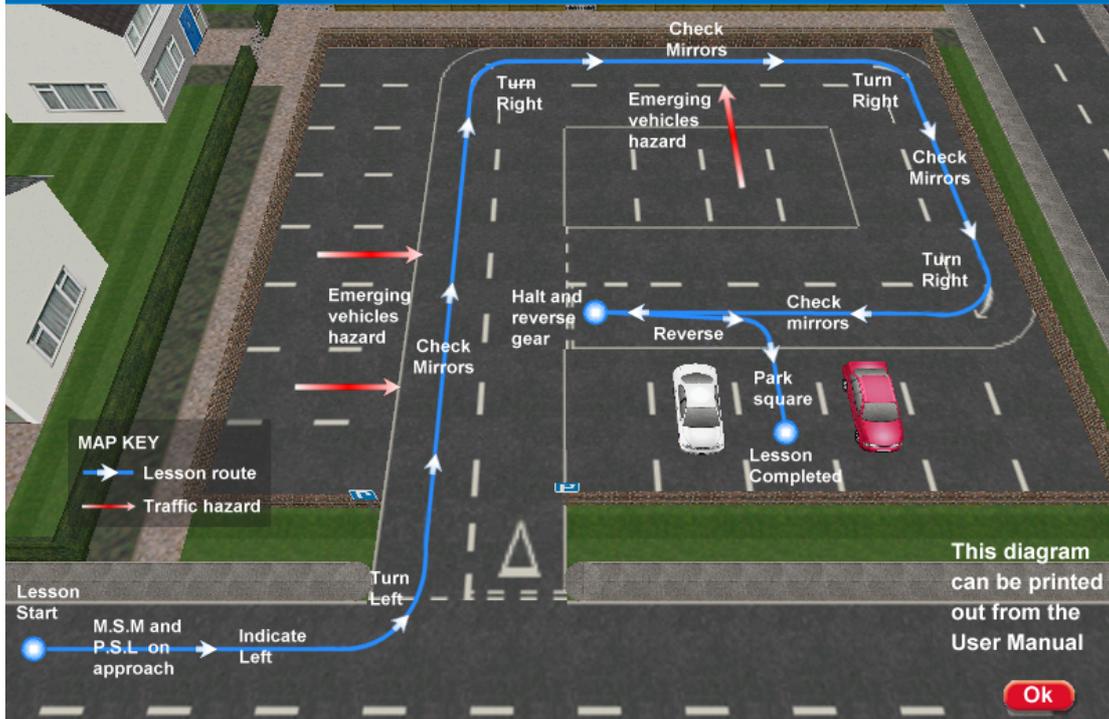
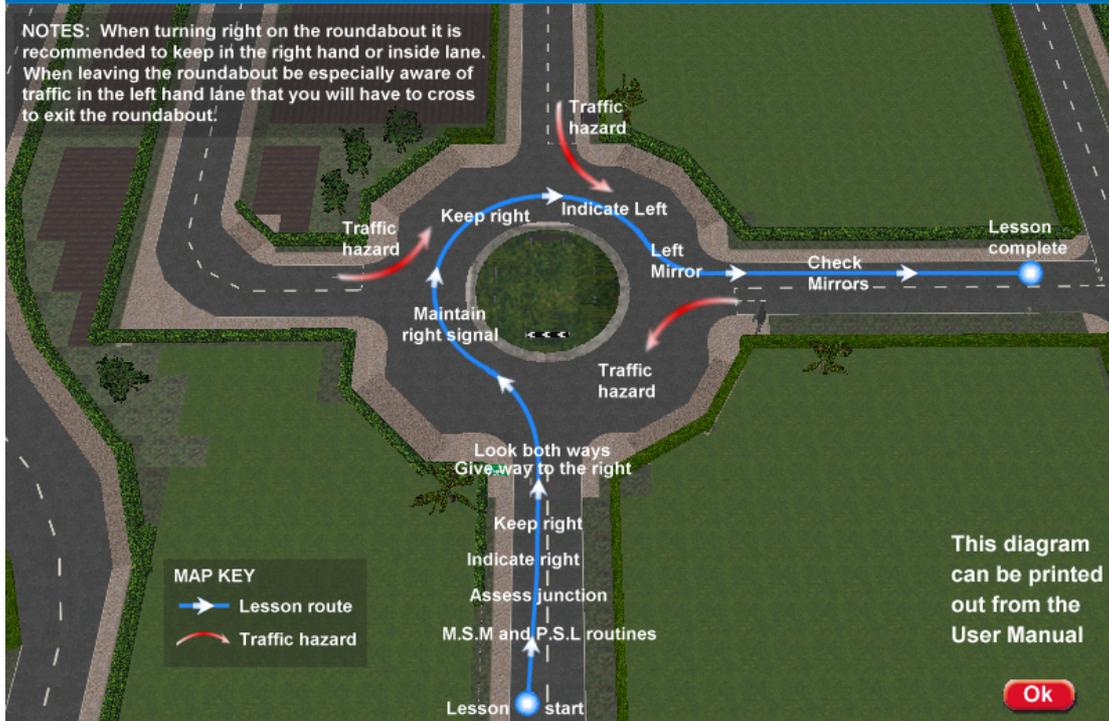
NOTES: You will initially be required to turn right in order to get on to the roundabout approach road.



NOTES: For moving straight across a roundabout the recommended route is to keep in the left hand lane. If this is not possible you should take the right hand lane and stay in it throughout the manoeuvre.



NOTES: When turning right on the roundabout it is recommended to keep in the right hand or inside lane. When leaving the roundabout be especially aware of traffic in the left hand lane that you will have to cross to exit the roundabout.



**Suitable Location**

First we find a location that is legal, safe and suitable to accomplish the turning manoeuvre in. Using the M.S.M routine stop beside a road which is clear of obstructions on the road and pavement.

**Point A (see illustration - 1)**

*Prepare:* Press the clutch pedal fully down, select first gear, and raise the clutch to the biting point.

*Observe:* Look all around the car, check the blindspots and give way and wait for vehicles and pedestrians to pass by.

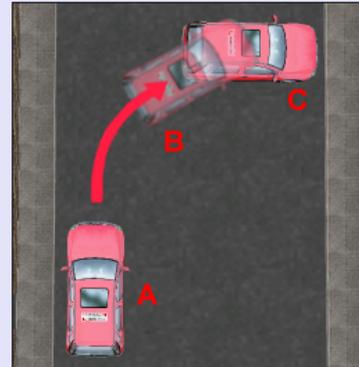
*Move:* When safe to go, release the handbrake, raise the clutch and move forward slowly. With the right hand at the 12 O'clock position on the steering wheel, pull and push briskly until reaching full right steering lock, and hold. As the car moves slowly and turns, keep looking up and down the road, assessing the situation, and toward the approaching kerb. Be prepared to wait for passing cars.

**Point B (before stopping)**

Just before reaching the opposite side of the road briskly pull and push the wheel left in readiness for the next part of the manoeuvre in which the car reverses and turns left.

**Point C (stopping the car)**

Brake to ensure the car doesn't touch the kerb, press the clutch down and apply the handbrake to hold the car and stop it from rolling towards the kerb as it might do on a cambered road.



**Illustration - 1 Turning right**

This illustrates the first of three moves that are required to complete the turning around of the car.

**Ok**

**Point A (See illustration - 2)**

*Prepare:* select reverse gear, and raise clutch to the biting point and hold the clutch while establishing if it is safe to go.

*Observe:* look all around the car and over the left shoulder through the rear window to assess if the way is completely clear.

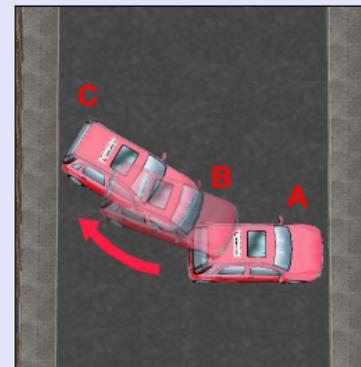
*Move:* when it is safe to move, release the handbrake and raise the clutch slightly to reverse the car very slowly. With the left hand at the 12 O'clock position on the steering wheel pull and push briskly to the left till reaching full left steering lock and hold it there while the car turns a sharp left. Look up and down the road assessing the situation and over the right shoulder at the approaching kerb. Be ready to give way and wait for any passing vehicles.

**Point B (before stopping)**

Just before reaching the opposite side of the road briskly pull and push the steering wheel right in readiness for the next manoeuvre which turns the car towards the right again.

**Point C (stopping the car)**

Brake to ensure the car doesn't touch or overhang the kerb. Then press the clutch pedal down and apply the handbrake to hold the car in place and stop it rolling towards the kerb as it might on a cambered road.



**Illustration - 2 Reversing left**

This illustrates the second of three moves required for the turning around of the car.

This manoeuvre requires the ability to reverse the car slowly whilst doing brisk steering.

**Ok**

**Point A (see illustration - 3)**

**Prepare:** select first gear and raise the clutch to the biting point and hold the clutch while establishing if the way is clear to go.

**Observe:** look up and down the road, assess and decide if the way is completely clear to move off.

**Move:** when safe to go, release the handbrake and raise the clutch and move away and across to the left hand lane.

You may have to reverse again if the road is too narrow to complete the turning in three moves, or if the car is difficult to steer. This then would take five moves to complete.

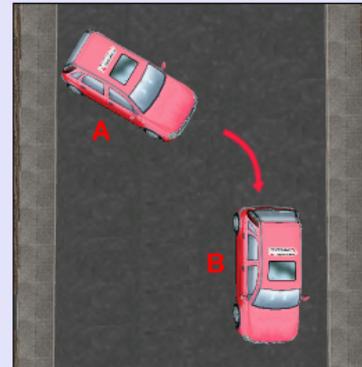
**Point B (moving away)**

As you move across the road to the left hand side straighten the car up by turning the steering wheel towards the right.

Check the mirrors to assess the new road behind you, as you move away.

**Points to Emphasize**

During the turning around do not let the car overhang the kerb as this would endanger any passing pedestrians. Also, all round observations are required throughout this manoeuvre.



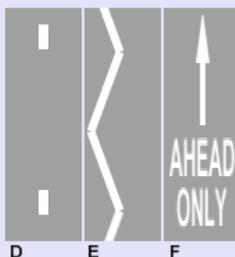
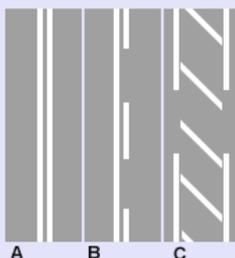
**Illustration - 3 Turning right**

This illustrates the third of three moves required for the turning around of the car.

**Ok**

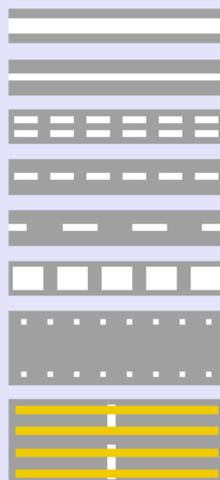
Markings on the road can either give us information, warn us or give an order. As a general rule of thumb the more paint there is in the road marking, the more important is the message. There are many different types of road markings and here we only have room for the most basic ones. We would recommend that you obtain the DTLR booklet titled - Know your traffic signs - which has extensive coverage.

**Along the Road**



- A** Double white lines separate opposing traffic flows on places with restricted visibility.
- B** A continuous line should not be crossed or straddled except in certain circumstances, but a broken line allows overtaking.
- C** Where a hatched line area is bordered by a continuous line you must not enter. Where the line is broken - only if safe to do so.
- D** Traffic lane separation lines are placed to indicate where the traffic flow should go.
- E** Zig-zag markings both at the road's edge and centre indicate a no parking or waiting zone, as found at a pedestrian crossing.
- F** Arrows indicate the direction that traffic should take. But the added words make the direction compulsory.

**Across the Road**



- A** The deep solid white line always occurs at a STOP sign junction.
- B** This Stop line occurs at traffic signals or a Police control.
- C** Give way junction lines, also used in traffic calming schemes.
- D** This is a pedestrian stop line as occurs at level crossings.
- E** Give way to traffic from the right at a roundabout.
- F** Give way to traffic from the right at a mini-roundabout.
- G** A place where pedestrians cross the road where traffic is controlled by signals, the Police, or a traffic warden.
- H** Transverse yellow bar markings are placed across lanes that approach a roundabout to slow the traffic down.

**Ok**

Pedestrian crossings give certain rights of way across the road to people on foot. There are various types of pedestrian crossing of which the Zebra crossing is the simplest.

Zebra crossings are identified by flashing yellow beacons and a striped footway right across the road. As with other pedestrian crossings, the Zebra crossing has zig-zag lines at the side and in the centre of the road within which all drivers must not overtake or park.

On this crossing, pedestrians have right of way over all vehicles and so drivers should be extra vigilant on approach, looking to both sides of the crossing to see if pedestrians are waiting, and be prepared to stop and wait for them.

You should approach the crossing with the Mirror Signal Manoeuvre routine and be prepared to stop before the dashed giveaway lines at the crossing. Give yourself more road and time to stop if the road is wet or is icy.

Allow plenty of time for pedestrians to completely cross the road, and especially the elderly, disabled or children who will take longer to cross. You should not harass those crossing the road by revving the engine or using the car horn. Nor should you wave at them to walk faster.

If you are moving slowly in a traffic queue and encounter a pedestrian crossing, keep the crossing clear and only move forward when you know you can move past it.

You **MUST** give way to anyone who is already crossing or who has stepped out onto the crossing.

Watch out for pedestrians who rush across the crossing at the last moment, and for those pedestrians who cross when traffic in front of you has obscured the view to either side of the crossing.



**Illustration 1 - The Zebra Crossing**

**Things you should do:**

- approach the crossing with the M.S.M routine
- give way to any pedestrians waiting to cross
- wait patiently for the crossing to completely clear
- move off only when you can clear the crossing

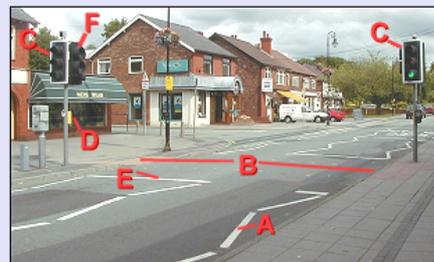
**Things you should not do:**

- stop at the last moment when people are crossing
- rev the engine, inch forward or use the horn
- wave pedestrians across or flash the headlights
- stop on the crossing while in a traffic queue

**Ok**

Pelican crossings are pedestrian crossings controlled by traffic lights. The pedestrian uses a push button control which activates the lights. Consider Illustration 1 on the right:

- A** Drivers must not park within the area marked by the zig-zag lines, as this will obstruct the pedestrians view of approaching traffic, and will obstruct other road user's views of the crossing.
- B** The pedestrian crossing area is shown by road studs and gives the pedestrian right of way to cross the road only when the control lights (see point F) indicate to cross.
- C** The lights are normally set to green to keep the traffic flowing, but when a pedestrian presses a control button, they turn to red stopping the traffic at the stop lines (see point E). Then the pedestrian control lights (see point F) indicate for the pedestrians to cross. After a certain delay the amber traffic light begins to flash. This allows pedestrians to reach the far pavement safely, but if the crossing is clear will also allow the stopped traffic to move off and through the crossing.
- D** Unlike Zebra crossings, Pelican crossings are controlled by the pedestrian. A push button control box allows the pedestrian to change the traffic lights (see point C) to red, which stops the traffic.
- E** A continuous white line is set across the road, called a stop line. This shows drivers where they **MUST** stop when the lights are set to red.
- F** The special lights facing the pedestrians on either side of the crossing take the form of a red standing-person-shaped light and also a green walking-person-shaped light. By these, pedestrians are told when it is safe to cross and when it isn't.



**Illustration 1 - A Straight Pelican Crossing**



**Illustration 2 - A staggered crossing**

Pelican crossings can be of the straight variety as in illustration 1, or of the staggered type as in illustration 2. From the driver's point of view the second type require more careful observations, because you must consider those pedestrians crossing on **BOTH** parts of the crossing, before moving off.

**Ok**

**The Puffin Crossing**

In the future, a new type of pedestrian crossing, called a Puffin, will be used in place of most Pelican crossings. The Puffin crossing has electronic detectors which monitor both the presence of pedestrians and traffic. See Illustration 1.

There are a number of differences between Puffin and Pelican crossings:

- The Pelican crossing has three pedestrian control phases: a wait phase, a go phase when the pedestrian crosses and a do-not-start-to-cross phase. The Puffin crossing only has a wait and a go phase.
- For the reason above, the Puffin crossing does not have a flashing amber traffic light in it's sequence of operations.
- As the Puffin can detect pedestrian movements so it adjusts the crossing delay time accordingly, making it far more efficient than the Pelican crossing.
- If a pedestrian pushes the control button to activate the lights, but then walks away from the crossing, the detectors will sense this situation and cancel the crossing operation, saving the traffic from a pointless stop. The Pelican crossing, having no such detectors, would still stop the traffic.
- If the pedestrian crosses the road before the go phase is actually started by the Puffin crossing, the Puffin control system will recognise the situation and cancel the go phase, saving the traffic from stopping.

The Puffin crossing is more automated than the Pelican and can vary both the duration of a phase and if the phase should even occur. The Puffin is a safer crossing for the pedestrian and a smarter crossing which will suit motorists.

**Toucan and Pegasus crossings**

The Toucan crossing (see Illustration 2) also has push button controls and has no flashing amber phase. This crossing is designed to be used by cyclists as well as pedestrians and allows cyclists across without dismounting.

The Pegasus crossing is designed to allow horses to cross the road. These vary in format, but may have an extra crossing area like Toucans, have raised push button control boxes and control lights shaped like horses.



**Illustration 1 - The Puffin Crossing**  
Showing the detectors magnified



**Illustration 2 - The Toucan Crossing**  
Showing the cycle crossing sign

**Ok**

**Applying for the Test**

Obtain the application form DL26 (see Illustration 1) from your nearest DSA driving test centre along with details of the fees. Complete the form and send it to the address on the back of the form(see Illustration 2). Apply well before your preferred date.

**Required Documents**

Take these documents with you when attending the driving test:

- Your signed original provisional driving licence
- A certified photographic identification, e.g a passport, if the above does not contain your photograph
- Your driving theory test pass certificate
- Optionally your completed Driver's Record which your ADI should be able to supply

**Required Test Vehicle**

The test car must be legally roadworthy, mechanically sound and have all the equipment required by law and in good working order.

The car must have a valid MOT certificate if over the prescribed age, and current tax disc. The car should display L plates (D plates in Wales) at front and rear and not on windows. The car should be covered by insurance for it's present use and for you to drive.

**Required Pre-Test Knowledge**

- You should fully understand everything you learned in the theory test (see Ref.1)
- You should know how to carry out simple safety checks on your vehicle (see Ref.2)
- You should know the law regarding you and your vehicle (see Ref.3)
- You should know what to do in the event of an accident (see Ref.3)
- You should know about the effect that extra loads have on your vehicle (see Ref.3)
- You should know about the effect that motoring has upon the environment (see Ref.4)

**Further Information**

- Reference 1: The Driving Theory Test is contained in the Driving Test Success Theory Test software
- Reference 2: Study vehicle safety checks in the 'Show Me Tell Me' program that came with this software
- Reference 3: See the relevant section in the Highway Code booklet published by the Stationary Office
- Reference 4: see 'The driver and the environment' section in the DSA publication titled - Driving

**Illustration 1 - Application form**

**POSTAL APPLICATIONS TO:**  
Driving Standards Agency,  
PO BOX 280,  
Newcastle-Upon-Tyne,  
NE99 1FP

**Illustration 2 - Return address**

**Ok**