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## Driving test for the driving examination

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## **1 TEST OF DRIVING SKILLS AND DRIVING STYLE**

The Finnish Transport Safety Agency has issued these guidelines to provide examiners with detailed instructions on how to conduct the practical driving test section of the driving examination.

The driving test ensures that the applicant has achieved the target of the approved syllabus for driving instruction, that is, the applicant is able to drive responsibly in a safe, social and environmentally friendly manner, and is able to independently and safely apply basic driving skills to various traffic situations. The driving test is also used to ensure that the applicant is able to recognise and assess risks as well as both his or her own actions and the actions' impact on traffic safety.

The applicant's driving instructor may attend the test with the applicant's approval, as may an interpreter if required. Other persons may also be present with the examiner's consent. A representative of the authority supervising driving instruction or examinations always has the right to monitor a driving test if this is deemed necessary.

## **2 ALLOCATION OF TIME**

The duration of the driving test must comply with Section 33 of the Government Decree on Driving Licences (423/2011).

The time allocated to the various sections of the test must comply with the minimum durations specified in Appendix 1.

## **3 EQUIPMENT**

Those taking a Category AM/120 driving test on a two- or three-wheeled moped are required to use the following mandatory equipment depending on the vehicle being used:

- a correctly secured helmet approved for use in traffic
- goggles (if required)
- the following protective, safety-enhancing clothing suitable for moped use:
  - jacket and long trousers
  - gloves and footwear

Motorcyclists taking a Category A1, A2 or A driving test are required to use the following mandatory equipment:

- a correctly secured helmet approved for use in traffic and, if required, goggles
- motorcycling trousers equipped with protective knee pads, or leather driving trousers
- a motorcycling jacket equipped with elbow and shoulder protection, or a leather driving jacket
- protective motorcycling gloves or leather driving gloves
- sturdy or protective footwear

## **4 THE VEHICLE**

The vehicle used for the test must comply with the regulations specified in Section 1 of the Decree of the Ministry of Transport and Communications (547/2011 amended by the Decrees of the Ministry of Transport and Communications 1087/2012 and 846/2013) on the requirements for vehicles to be used in driving examinations, the marking of training vehicles, and the requirements for taking a new driving test.

The vehicle must be of a standard structure. The examiner may restrict the use of any additional equipment installed in the vehicle.

## **5 INITIAL DISCUSSION**

It is with the initial discussion that the examiner paves the way for a successful driving test. The examiner must make sure that the applicant knows what is expected of them.

If the applicant is taking their driving test immediately after their handling test, there is no need to repeat things that have already been dealt with.

### **5.1 Initial discussion for a handling test**

The initial discussion must always run through the following things:

- the objectives of the handling test and the key requirements for passing the test
- instructions to be followed during the handling test
  - presenting the tasks and how they are to be performed
  - number of attempts

### **5.2 Initial discussion for a driving test in traffic**

The initial discussion must always run through the following things:

- the objectives of the test and how they are to be met in the overall assessment
- instructions to be followed during the test
  - giving driving instructions
  - the opportunity to ask questions
  - getting lost and driving in the wrong direction
  - conversation during the test
- making marks during the test
- duration of the test

## 6 DRIVING

Before setting off, the applicant must show that they know how to prepare for safe driving.

- For categories AM/120, AM/121, A1, A2, A and B, the applicant must fulfil the criteria listed in Appendix 2.
- For Categories B/96, BE, C1, C1E, C, CE, D1, D1E, D and DE, the applicant must fulfil the criteria listed in Appendix 3.

If vehicle preparation and the technical inspection have already been carried out in conjunction with a handling test, and the applicant will immediately start driving in traffic, there is no need to repeat them.

The driving test consists of both driving in traffic and a handling test or a set of vehicle handling tasks. The test for Categories AM/120 and LT consists of a handling test alone. A handling test is required for Category T if the examiner deems it necessary.

Vehicle handling tasks must be performed while driving in traffic in accordance with Appendix 4. Assessment of the vehicle handling tasks forms part of the assessment of driving in traffic.

A handling test is a separate test that is taken before driving in traffic. A handling test must be carried out for Categories AM/120, A1, A2 and A in accordance with Appendix 5. The handling test for Categories T, LT, BE, C1E, CE, D1E and DE must be carried out in accordance with Appendix 6.

While driving in traffic, the examiner must ensure that:

- Driving instructions are given in a timely and intelligible manner
- The test should resemble regular, independent and well-planned driving as closely as possible. It should include:
  - Independent driving tasks
  - Driving in accordance with traffic signs and signals
  - Driving in accordance with instructions
- The route should primarily follow roads that the vehicle category in question would otherwise be used on
- The traffic environment should be utilised in a diverse manner
- No local knowledge is required, so getting lost is not considered a mistake
- Even though the applicant is considered to be the driver during the test, accidents should be prevented under all circumstances

## **7 FEEDBACK DISCUSSION**

The examiner must decide whether the applicant has passed or failed their driving test. The handling test must be separately assessed, and a separate decision must also be given. For both tests, the examiner must always inform the applicant of their decision at the beginning of the feedback discussion. The decision is based on the examiner's assessment of the applicant's overall performance.

Feedback is based on the examiner's overall assessment and the applicant's self-assessment of their performance. The examiner must ensure that their feedback has been properly understood.

### **7.1 Feedback discussion for a passed driving test**

If the applicant passes their driving test, the feedback will consist of the following:

- The examiner's decision and the grounds for it
- The applicant's strengths and weaknesses, based on the self-assessment, the overall assessment and the consistency between the two
- Ways for the applicant to improve their driving skills, in the form of areas for development
- The right to drive with a Certificate of passed driving test
- How and when the driving licence will be delivered, and its period of validity
- The practice and advanced phases (Category B only)

### **7.2 Feedback discussion for a failed driving test**

If the applicant fails their driving test, the feedback will consist of the following:

- The examiner's decision and the grounds for it
- The applicant's strengths and weaknesses, based on the self-assessment, the overall assessment and the consistency between the two
- The amount of additional instruction required (1–5 hours). The examiner does not have to designate a period of further instruction
- The chance to appeal against a decision, and the decision made on the appeal
- Ways for the applicant to improve their driving skills, in the form of areas for development

### **7.3 Decision on the handling test**

The feedback discussion for a handling test consists of:

- The examiner's decision and the grounds for it
- The applicant's strengths and weaknesses with regard to vehicle handling skills
- The chance to appeal against a decision, and the decision made on the appeal
- Ways for the applicant to improve their driving skills, in the form of areas for development

## **8 MARKS**

Marks for the driving test shall be entered into the KULTU system using a tablet. In the event of a technical fault, marks should be made on form E101. For Categories AM/121, B, B/96 and BE, no marks should be made whilst the applicant is driving in traffic.

### **8.1 Overall assessment**

In all driving test categories, the examiner must fill out the overall assessment chart using a tablet or, in the event of a technical fault, in form E101. The overall assessment chart is not filled out for Categories AM/120, T and LT. The overall assessment forms the basis for the examiner's feedback. An overall grade of 'Weak' (1) will lead to the applicant failing the driving test.

#### **8.1.1 Grading scale**

- 5 Excellent, exemplary performance in the area being assessed
- 4 Good, better-than-average performance in the area being assessed
- 3 Satisfactory, average performance in the area being assessed
- 2 Passable, somewhat weaker than average performance in the area being assessed
- 1 Weak, clearly insufficient performance in the area being assessed

#### **8.1.2 Vehicle control**

The applicant should be able to control their vehicle: the applicant has mastered the vehicle's controls, the vehicle runs smoothly and economically, and the driver is always in control of the vehicle's direction and speed. The applicant:

- Has prepared the vehicle and performed the technical inspection in an appropriate manner
- Uses headlights appropriately
- Uses gears appropriately
- Considers passenger safety
- Considers the space required by other road users
- Can control the vehicle at the required speed
- Avoids unnecessary slowing down or stopping
- Uses the vehicle's controls without being unduly distracted from observing traffic
- Understands the trajectory and dimensions of the vehicle
- Demonstrates due caution when exiting the vehicle.



### **8.1.3 Showing consideration for cyclists and pedestrians**

The applicant complies with traffic signs and signals, and demonstrates vigilance and consideration for cyclists and pedestrians. The applicant is able to interact with cyclists and pedestrians. The applicant:

- notices and can accurately anticipate the actions of cyclists and pedestrians at intersections and pedestrian crossings, including when turning onto a pedestrian crossing or cycle path extension
- gives sufficient room when encountering or overtaking cyclists and pedestrians
- is able to indicate his/her intention to give way to cyclists and pedestrians by adapting his/her speed and, if necessary, stopping, or by giving an appropriate hand signal
- is aware of and pays attention to blind spots

### **8.1.4 Showing consideration for other vehicles**

The applicant is able to interact with other vehicles: the applicant complies with traffic signs and signals, maintains sufficient distance from other road users, and acts flexibly and considerately towards other vehicles. The applicant:

- follows what other vehicles are doing: the applicant is aware of what is happening in front, behind and on either side of their vehicle. The applicant behaves considerately and flexibly in a variety of traffic situations
- complies with priority rules
- correctly interprets the signals given by other road users and gives appropriate signals him/herself
- is able to consider the special characteristics of other road users
- is able to consider vehicles approaching from behind when reducing speed
- is able to keep a safe distance from other vehicles in all situations
- knows the appropriate signals and procedures for overtaking and encountering other road users
- knows how to use headlights appropriately in all situations

### **8.1.5 Anticipatory driving**

The applicant is aware of what is happening on the road, recognises potentially dangerous situations and reacts to them in good time without being surprised or needing to perform hasty actions, or causing others to do so. The applicant's driving feels safe and consistent.

The applicant:

- focuses on traffic events for as far ahead as they can be seen
- drives at an appropriate speed
- prepares to set off without delay when waiting at intersections or traffic lights
- uses indicators and gets into the correct lane appropriately
- reduces his/her speed when visibility is restricted in order to be prepared for surprising situations
- drives in an economical and environmentally friendly manner

### **8.1.6 Self-control**

The applicant focuses on their driving in a level-headed, independent and calmly decisive manner throughout the journey, even during the most demanding traffic situations and driving tasks. The applicant:

- is able to act calmly yet decisively whilst performing all actions
- is able to act carefully and systematically in a variety of different traffic situations
- is able to focus on their driving and controlling different traffic situations
- is able to react considerately to other road users without getting agitated
- acts independently and responsibly in traffic
- has a realistic view of their own skills as a driver
- is able to react appropriately to interactions with other road users and to the signals received in a variety of traffic situations

## **8.2 Areas to be assessed and basic driving skills**

### Good performance (H)

The applicant's performance can be marked as 'Good' when they perform better than average in the situation being assessed. Good performance marks do not influence the outcome of the driving test, but they do provide important feedback for the applicant.

### Increased risk of an accident (V)

A traffic violation or a mistake that can be deemed to increase the accident risk for the applicant or other road users, even though a dangerous situation does not necessarily ensue. Making a mistake like this in a driving test does not necessarily result in failure. When the applicant makes one or more risk-increasing errors in the area being assessed, the examiner will mark the corresponding basic skill with the letter V.

### Constitutes a conflict (K)

The applicant's actions can be deemed to constitute a conflict when they cause a situation in which the applicant, another road user or the examiner can only avoid an accident or dangerous situation by braking, swerving or accelerating abruptly. A situation can also be deemed to constitute a conflict if the examiner has to otherwise intervene in the applicant's performance to avoid danger, or if there is a collision. Furthermore, any situation that these guidelines specifically define as a conflict with regard to basic driving skills should always be marked as a conflict. A conflict will always result in automatic failure of the test. When one or more conflicts arise in the area being assessed, the examiner will mark the corresponding basic skill with the letter K.

## **9 ASSESSING THE TEST OF DRIVING SKILLS AND DRIVING STYLE**

Assessments must adhere to Directive 2006/126/EC of the European Parliament and of the Council on driving licences, as amended by Commission Directive 2012/36/EU (Annex II, Section B, point 9).

### **9.1 Passed driving test**

In order for the applicant to pass their driving test, the examiner must feel completely safe throughout the test. The examiner must pay particular attention to the applicant's ability to demonstrate considerate and social conduct in traffic. This should be reflected in the applicant's driving style, and the examiner should take this into consideration in their overall assessment. Responsible conduct includes adaptable and purposeful (safe) driving, paying attention to road and weather conditions, paying attention to other traffic and other road users (particularly the most vulnerable ones), and an anticipatory and energy-efficient driving style.

### **9.2 Failing a driving test**

The applicant will fail the test if their driving errors or driving style put the test vehicle's passengers or other road users in immediate danger. The applicant must fail regardless of whether the examiner had to intervene or not.

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Head of Department

Veijo Tuononen  
Senior Officer

## Appendix 1 Minimum duration

Driving tests must adhere to the minimum durations shown for each category in the table below.

The initial and feedback discussions for Categories AM/120, T, and LT last a total of 5 minutes.  
The initial and feedback discussions for Categories A1, A2 and A last a total of 10 minutes.

In Category AM/120, the vehicle preparation and technical inspection are included in the handling test.

The time allocated to driving in traffic must be used in full.

Driving test category	Initial discussion	Handling test	Driving in traffic	Feedback discussion	Total duration
A1, A2 and A	**	15 mins	25 mins	**	50 mins
AM/121, B and B96	5 mins	-	30 mins	10 mins	45 mins
T and LT	*	10 mins	-	*	15 mins
BE	5 mins	15 mins	30 mins	10 mins	60 mins
C1, C, D1 and D	5 mins	-	45 mins	10 mins	60 mins
C1E, CE, D1E and DE	5 mins	15 mins	45 mins	10 mins	75 mins

\*) Initial and feedback discussions 5 mins in total.

\*\*\*) Initial and feedback discussions 10 mins in total.

## Appendix 2 **Vehicle preparation and technical inspection in Categories AM/120, AM/121, A1, A2, A and B**

Before setting off, the applicant must show that they know how to prepare for safe driving by fulfilling the following requirements:

### **Category AM/120. Two-wheeled moped:**

- Securing their helmet
- Adjusting the rear-view mirrors
- Checking that lights are functioning correctly

In addition to the above, a spot check of one of the following must always be performed:

- The use and functionality of the vehicle's controls
- Reflectors
- Tyre condition
- Chain condition

### **Category AM/120. Three-wheeled moped:**

- Securing their helmet
- Adjusting the rear-view mirrors
- Checking that lights are functioning correctly

In addition to the above, a spot check of one of the following must always be performed:

- Functionality and use of the vehicle's controls
- Reflectors
- Tyre condition
- Chain condition

### **Category AM/121. Light quadricycle with tandem seating:**

- Securing their helmet
- Adjusting the rear-view mirrors
- Checking that lights are functioning correctly

In addition to the above, a spot check of one of the following must always be performed:

- Functionality and use of the vehicle's controls
- Reflectors
- Tyre condition
- Chain condition

### **Category AM/121. Light quadricycle with side-by-side seating:**

- Adjusting the seat to obtain the correct driving position (if required)
- Adjusting the rear-view mirrors
- Checking that lights are functioning correctly
- Adjusting seatbelts (if installed)
- Adjusting headrests (if installed)

In addition to the above, a spot check of one of the following must always be performed:

- The functionality and use of the vehicle's controls
- Reflectors
- Tyre condition

## Appendix 2 continued

### Categories A1, A2 and A:

- Adjusting protective gear (such as protective gloves, footwear, clothing and helmet)
- Adjusting the rear-view mirrors
- Functionality and use of lights

In addition to the above, a spot check of one of the following must always be performed:

- Functionality and use of the vehicle's controls
- Reflectors
- Functionality and use of indicators
- Functionality and use of audible warning devices
- Tyre condition
- Brake condition
- Chain condition
- Steering condition
- Emergency brake (if required)
- Checking the oil level

### Category B:

- Adjusting the seat to obtain the correct driving position (if required)
- Adjusting the rear-view mirrors
- Adjusting seatbelts
- Adjusting headrests (if installed)
- Making sure that all doors are closed

In addition to the above, a spot check of one of the following must always be performed:

- Functionality and use of the vehicle's controls
- Functionality and use of lights
- Reflectors
- Functionality and use of indicators
- Functionality and use of audible warning devices
- Tyre condition
- Steering condition
- Brake condition
- Checking the levels of oil and other fluids (such as motor oil, coolant and washer fluid)

## Appendix 3 **Vehicle preparation and technical inspection in Categories B/96, BE, C1, C1E, C, CE, D1, D1E, D and DE**

Before setting off, the applicant must show that they know how to prepare for safe driving by fulfilling the following requirements:

### **1. Vehicle preparation**

The applicant must demonstrate that they can:

- Adjust the seat to obtain the correct driving position
- Adjust the headrest (if installed)
- Adjust the rear-view mirrors and seatbelt

### **2. Technical inspection of the vehicle**

#### **2.1. Categories B/96 and BE**

The applicant must demonstrate that they can perform the following inspections. The examiner chooses the areas to be inspected with spot checks:

- Checking the condition of tyres, steering and brakes
- Checking the condition of lights, reflectors, indicators and audible warning devices
- Checking oil and other fluid levels

#### **2.2. Categories C1, C1E, C, CE, D1, D1E, D and DE**

The applicant must demonstrate that they can perform the following inspections. The examiner chooses the areas to be inspected with spot checks:

- Checking the condition of tyres, steering and brakes
- Checking the condition of lights, reflectors, directional indicators and audible warning devices
- Giving the height of the vehicle they are using
- Defining the following on the basis of the registration certificate of the vehicle being used:
  - maximum load
  - axle weight
  - total weight

## Appendix 4 **Vehicle handling tasks**

The vehicle handling skills test is part of the driving test. It assesses the applicant's ability to perform special manoeuvres required for road safety. All of the manoeuvres are performed in traffic, except for the reversing manoeuvre for Category D. When selecting a location for the test, the examiner must take traffic safety into account.

### **1. Categories AM/121 and B**

The examiner selects at least two of the following handling tasks. One of these must be performed in reverse gear. In driving tests for vehicles without a reverse gear, another handling task should be performed in its place.

- Hill start with or without the hand brake
- Reversing in a straight line
- Parallel or angle parking, in the direction of the traffic flow or by reversing, on flat terrain or uphill/downhill
- U-turn in forward or reverse gear

### **2. Categories C1 and C**

- Reversing round a bend or corner
- Safe parking for loading/unloading next to a loading bridge/dock or comparable structure (not a bus stop). After this, the applicant must demonstrate that they are able to do the following:
  - Check oil and other fluid levels
  - Check safety factors relating to the vehicle's load:
    - load compartment, covers, load compartment doors
    - loading mechanism, cab locks (if required)
    - loading method, checking that the load is properly secured
  - Check the brake and power steering systems, wheel nut and mudguards
  - Check the condition of the windscreen, windows and windscreen wipers
  - Check air pressure, air tanks and suspension
  - Check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport).

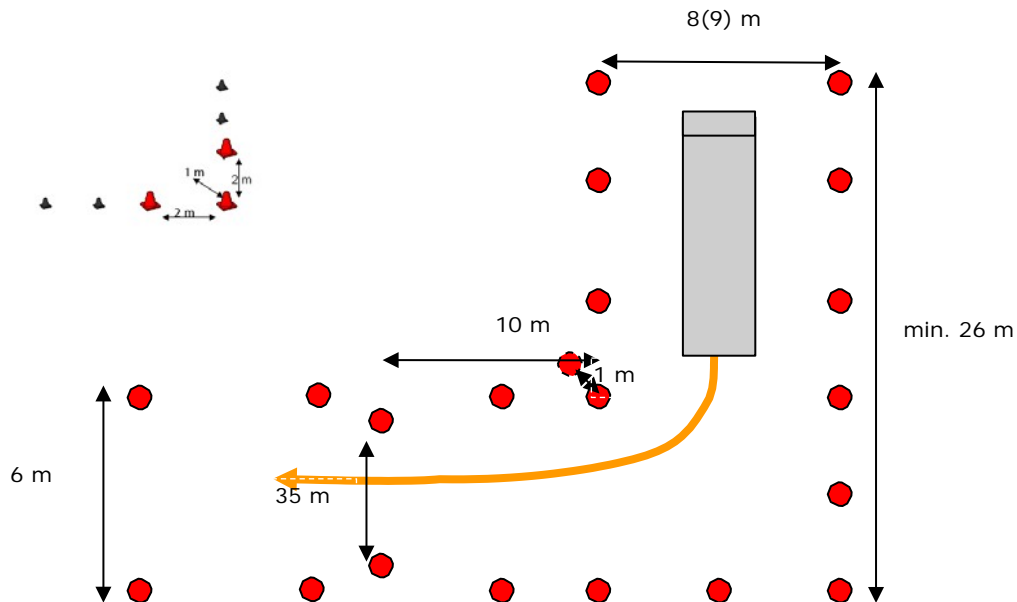


## Appendix 4 continued

### 3. Categories D1 and D

- Stopping a bus or coach at a stop:
  - At least two stops in an area with a speed limit of  $\leq 60$  km/h and
  - At least two stops in an area with a speed limit of  $\geq 70$  km/h or
  - Alternatively, four stops in an area with a speed limit of  $\leq 60$  km/h
  
- **Category D1:**
  - Reversing round a bend or corner.
  
  - The applicant must demonstrate that they are able to do the following:
    - Check oil and other fluid levels
    - Check the brake and power steering systems, wheel nuts and mudguards
    - Check the condition of the windscreen, windows and windscreen wipers
    - Check air pressure, air tanks and suspension
    - Can perform the following measures relating to vehicle safety:
      - controlling the body, service doors and emergency exits
      - monitoring first aid equipment, fire extinguishers and other safety equipment
    - Check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport)
  
- **Category D:**
  - The applicant reverses the vehicle around the corner as shown in the following diagram. When starting the manoeuvre, the vehicle is in the starting corridor and completely outside the intersection. When the manoeuvre is completed, the vehicle's driveshaft must have passed the narrow gate formed by the cones. The gate is in the horizontal centre of the target corridor. During the manoeuvre, the applicant may look out of an open window and may also exit the vehicle if necessary. The examiner must assess this handling task from outside the vehicle.
  
  - The applicant must demonstrate that they are able to do the following:
    - Check oil and other fluid levels
    - Check the brake and power steering systems, wheel nuts and mudguards
    - Check the condition of the windscreen, windows and windscreen wipers
    - Check air pressure, air tanks and suspension
    - Can perform the following measures relating to vehicle safety:
      - controlling the body, service doors and emergency exits
      - monitoring first aid equipment, fire extinguishers and other safety equipment
    - Check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport).

Appendix 4 continued



When reversing around a corner in a vehicle exceeding 12 metres in length, the starting corridor must measure 9 metres and the target corridor 6 metres. If the vehicle is 14.5 metres or more in length, the corner cone should be moved by 1 m, as shown in the diagram.

Passing the Category D vehicle handling task

- The applicant safely reverses the vehicle to the given point within 5 minutes
- The vehicle remains within the marked boundaries
- The vehicle does not touch the cones

## Appendix 5 Handling test for Categories AM/120, A1, A2 and A

### 1. Category AM/120: two- and three-wheeled moped

Due to the nature of the handling test, several applicants may take the test at the same time.

#### 1.1. Area to be used

The handling test should be performed on a suitable testing ground closed to other traffic. The manoeuvres should be performed on a hard surface, preferably a paved surface. The applicant must be allowed to test the traction in the braking area before starting the handling test.

#### 1.2. Markings

The length and width of the courses are measured as distances between the central points of the markers used. In difficult conditions, examiners may alter the measurements used for the manoeuvres at their own discretion.

Manoeuvres must be marked using circular-based markers with a maximum height of 60 mm and a maximum diameter of 200 mm. Markings must be made as shown in the diagrams, and no other markers may be used.

#### 1.3. The manoeuvres and how they should be performed

The handling test for a two-wheeled moped consists of three manoeuvres and wheeling the moped:

- Slow driving
- Gates
- Emergency braking

One of the manoeuvres must be started with the engine turned off and the moped parked on its stand. The applicant will take the moped off its stand and wheel the moped to the starting point with a U-turn.

All manoeuvres on a two-wheeled moped must be performed in a seated position with the feet either on the footrests or another place intended for the feet. The applicant must demonstrate that they can place their two-wheeled moped on its stand, remove it from the stand, and wheel it.

The handling test for a three-wheeled moped consists of three manoeuvres:

- Braking
- Slalom
- Reversing

## Appendix 5 continued

### **1.4. Assessing the manoeuvres and making a decision**

If the examiner judges that the applicant's performance is endangering themselves or others, the examiner must stop the handling test immediately. An intervention always leads to automatic failure of the test.

The applicant may attempt each manoeuvre twice. If both attempts fail, the applicant must fail the test. Exception: a third attempt may be granted if the only problem was that the applicant could not attain the correct speed to perform the manoeuvre (does not apply to slow driving).

In addition to the above, the applicant will fail the handling test if:

- The vehicle or driver touches the markers or crosses the perimeter defined for the manoeuvre
- The driver's foot touches the ground (except during the braking manoeuvre). This does not apply to dismounting from a three-wheeled moped during a manoeuvre.
- If any manoeuvre-specific automatic fail criteria are fulfilled

The examiner shall inform the applicant of their decision on the handling test and their grounds for it both orally and in writing.

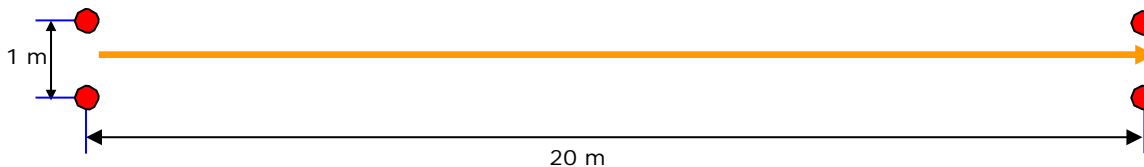
Appendix 5 continued

**1.5. Tasks in the handling test for a two-wheeled moped (AM/120)**

**1.5.1. Slow driving**

This manoeuvre assesses the applicant's ability to control their vehicle at a low speed.

The applicant must ride in the lowest gear, using any required controls. The speed should be such that the applicant will have to 'find their balance' through steering.



During the manoeuvre, the examiner must study how well the applicant uses the controls and keeps their balance, where the applicant is looking, the position of the vehicle, and the position of the applicant's feet on the footrests.

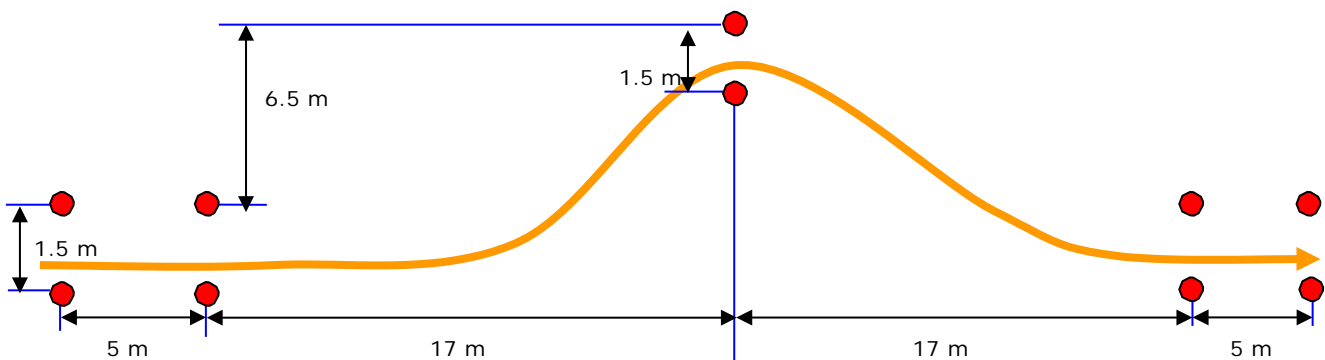
The applicant will fail if the moped hurtles out of control.

**1.5.2. Gates**

This manoeuvre assesses the applicant's ability to control their vehicle while cornering.

The applicant must be given sufficient distance in which to perform the manoeuvre safely. If there is not much traction, the manoeuvre must be performed at a lower speed.

The manoeuvre should be performed at a steady speed of 30 km/h all the way to the final gate.



During the manoeuvre, the examiner must pay particular attention to the position of the vehicle, where the applicant is looking, and the applicant's balance and steering technique. The applicant will fail if their speed falls below 30 km/hr or varies greatly.

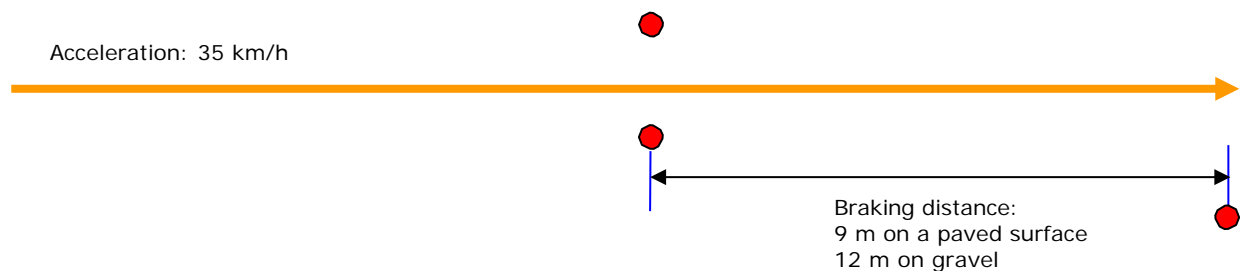
## Appendix 5 continued

### 1.5.3. Emergency braking

This manoeuvre assesses the applicant's ability to stop their vehicle in a controlled and effective manner.

The applicant must be given sufficient distance in which to perform the manoeuvre safely. If there is not much traction, the manoeuvre must be performed at a lower speed.

The applicant must accelerate to 35 km/h and then come to a halt within the braking area by using the front and rear brakes. The vehicle should come to a controlled stop within 9 m on a paved surface and within 12 m on gravel. In this manoeuvre, it is the distance used for braking that should be assessed, not when the applicant started braking. The marker indicating the end of the braking area should be placed to one side, off the braking line.



During the manoeuvre, the examiner must pay particular attention to the applicant's use of the front and rear brakes, where the applicant is looking, the applicant's posture, and the position of the vehicle.

The applicant will fail if their starting speed before braking is less than 35 km/h.

It is acceptable for the rear wheel to lock up or lift off the ground during a controlled stop.

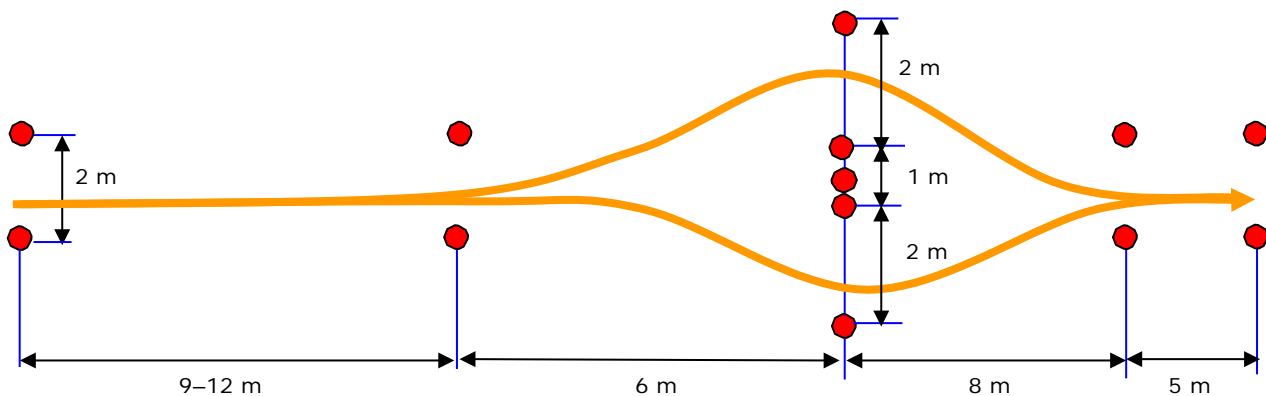
Appendix 5 continued

**1.6. Tasks in the handling test for a three-wheeled moped (AM/120)**

**1.6.1. Braking**

This manoeuvre assesses the applicant's ability to stop the vehicle effectively and avoid an obstacle in a controlled manner. The applicant must be given sufficient distance in which to perform the manoeuvre safely. If there is not much traction the manoeuvre should be performed at a lower speed.

The applicant must accelerate to a speed of 35 km/h and then start braking. The vehicle should come to a controlled stop within 9 m on a paved surface and within 12 m on gravel. The obstacle should be 1 m wide and placed in the centre of the driving line. During the final phase of braking, the examiner indicates (via the rear-view mirrors) to which side the applicant should avoid the obstacle. The applicant then immediately proceeds to avoid the obstacle as indicated in the diagram. After avoiding the obstacle, the applicant should return to the original driving line. All gates should be 2 m wide.



During the manoeuvre, the examiner must pay particular attention to how effectively the applicant brakes and where the applicant is looking.

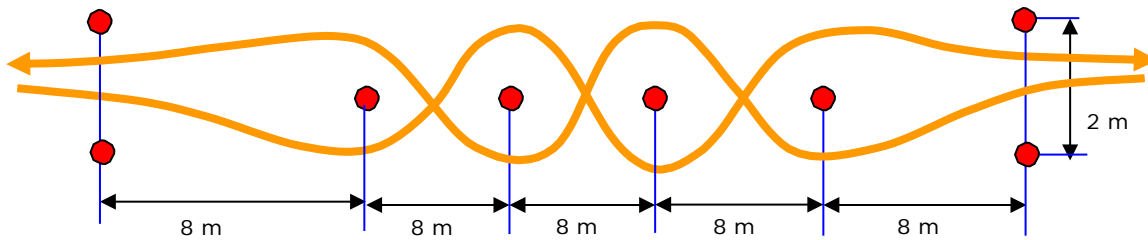
The applicant will fail if their starting speed before braking is less than 35 km/h.

## Appendix 5 continued

### 1.6.2. Slalom

This manoeuvre assesses the applicant's awareness of the dimensions of their vehicle.

The applicant must weave through the four markers in both directions as indicated in the diagram. During the manoeuvre, the applicant may reverse to correct their line. The markers should be placed at a distance of 8 m apart. Gates should be 2 m wide. There should be at least 3 m of track available on either side of the centre line in which to perform the slalom. The applicant may choose which side of the marker they wish to start the manoeuvre from.



During the manoeuvre, the examiner must pay particular attention to the applicant's steering technique and where the applicant is looking.

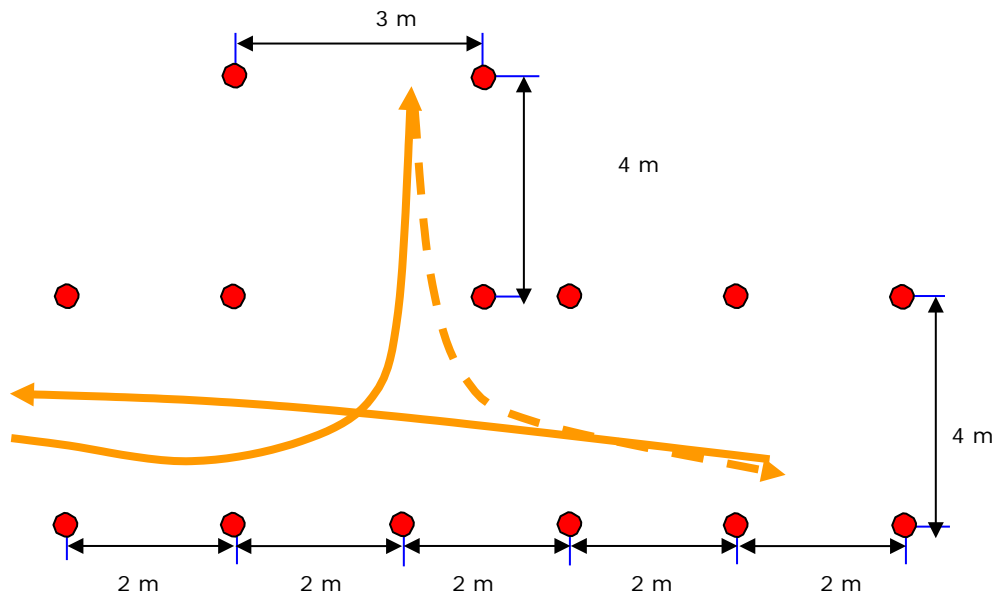


Appendix 5 continued

**1.6.3. Reversing**

This manoeuvre assess the applicant's ability to turn the vehicle while reversing.

The applicant must turn the vehicle by 180 degrees in reverse gear. During the manoeuvre, the applicant may make corrections by moving back and forth. If the vehicle does not have a reverse gear, this manoeuvre will not be performed.



During the manoeuvre, the examiner must pay particular attention to the applicant's steering technique and where the applicant is looking.

## Appendix 5 continued

### **2. Categories A1, A2 and A**

The driving test that must be taken when applying for a training licence also includes a separate handling test that must be passed before the driving-in-traffic section. Due to the nature of the handling test, several applicants may take the test at the same time.

#### **2.1. Area to be used**

The handling test should be performed on a suitable testing ground closed to other traffic. The manoeuvres should be performed on a hard surface, preferably a paved surface. The applicant must be allowed to test the traction of the braking area before starting the handling test.

#### **2.2. Markings**

The length and width of the courses are measured as distances between the central points of the markers used. In difficult conditions, examiners may alter the measurements used for the manoeuvres at their own discretion.

Manoeuvres must be marked using circular-based markers with a maximum height of 60 mm and a maximum diameter of 200 mm. Markings must be made as shown in the diagrams, and no other markers may be used.

#### **2.3. Measuring speed**

If necessary, the minimum speed required for a manoeuvre can be measured using a speed-measuring device.

#### **2.4. The manoeuvres and how they should be performed**

The handling test consists of six manoeuvres:

- Slow driving
- Slalom
- Avoiding an obstacle
- Gates
- Braking
- Emergency braking

All manoeuvres must be performed in a seated position with the feet on the footrests. The applicant must demonstrate that they can place the motorcycle on its stand, remove it from the stand, and wheel it. One of the manoeuvres must be started with the engine turned off and the motorcycle parked on its stand. The applicant will take the motorcycle off its stand and wheel the motorcycle to the starting point with a U-turn.

## Appendix 5 continued

### **2.5. Assessing the manoeuvres and making a decision**

If the examiner judges that the applicant's performance is endangering themselves or others, the examiner must stop the handling test immediately. An intervention always leads to automatic failure of the test.

The applicant may attempt each manoeuvre twice. If both attempts fail, the applicant must fail the test. Exception: a third attempt may be granted if the only problem was that the applicant could not attain the correct speed to perform the manoeuvre (does not apply to slow driving).

In order to pass the handling test, the applicant may not touch the markers or the ground during the manoeuvres (except during the braking task) and the motorcycle must not touch the perimeter of the area.

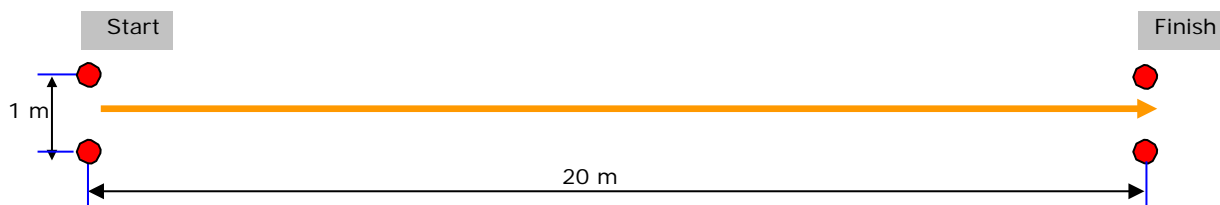
The examiner shall inform the applicant of their decision on the handling test before the driving-in-traffic section of the test. Written feedback should be given if the applicant fails the test.

## Appendix 5 continued

### 2.6. Tasks in the handling test

#### 2.6.1. Slow driving

This manoeuvre assesses the applicant's ability to control their motorcycle at a low speed.



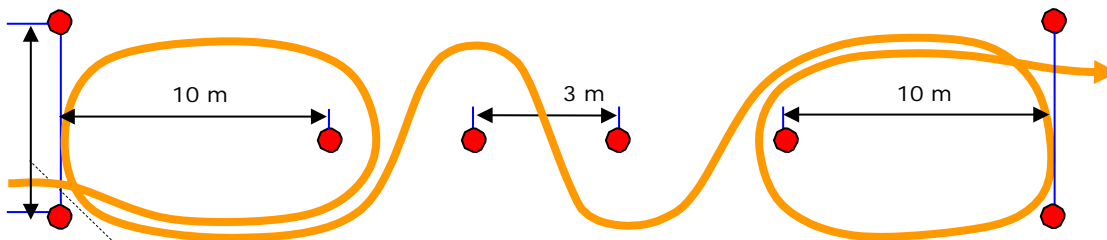
The applicant must ride in the lowest gear and, using the necessary controls, at a lower speed than the motorcycle would go when running idle with the clutch released.

During the manoeuvre, the examiner must pay special attention to how the applicant uses the clutch in combination with the brake, the applicant's balance, where the applicant is looking, the position of the motorcycle, and the position of the applicant's feet on the footrests.

## Appendix 5 continued

### 2.6.2. Slalom

This manoeuvre assesses the applicant's ability to turn their motorcycle at a low speed.



The course is 5 m wide, although always at least the diameter of the motorcycle's turning circle plus 1 m.

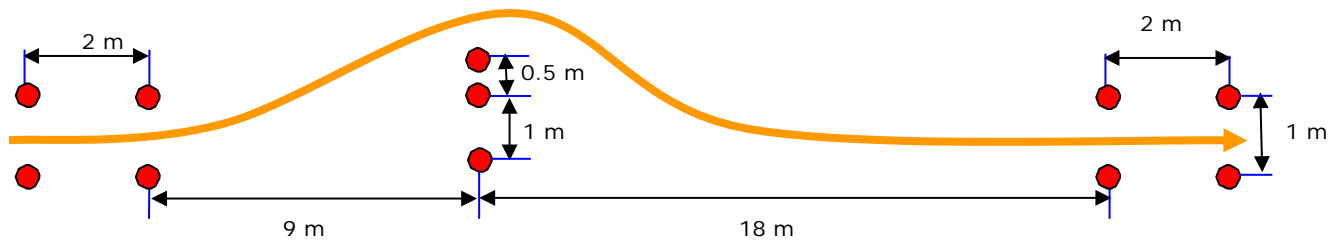
The applicant must weave through the four markers as indicated in the diagram. The markers should be placed at a distance of 3 m apart. The slalom course should be at least 5 m wide. For Categories A2 and A, it should be the diameter of the motorcycle's turning circle plus 2 m. If necessary, the examiner should test the width of the track themselves. The applicant may choose which side of the marker they wish to start the manoeuvre from.

During the manoeuvre, the examiner must pay special attention to how the applicant uses the brakes and the clutch (if applicable), the applicant's balance, where the applicant is looking, the position of the motorcycle, and the position of the applicant's feet on the footrests.

## Appendix 5 continued

### 2.6.3. Avoiding an obstacle

This manoeuvre assesses the applicant's ability to safely avoid an obstacle.



From the starting point, the applicant accelerates to 50 km/h. The applicant must be given sufficient distance in which to accelerate safely. After avoiding the obstacle, the applicant should return to the original driving line. Before the test, the examiner should decide to which side the applicant should avoid the obstacle. Gates should be 1 m wide.

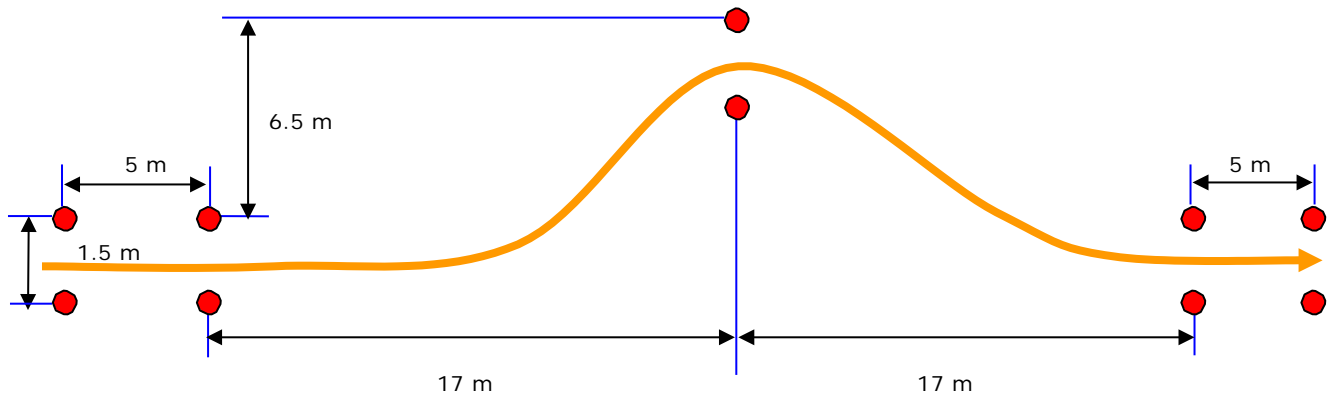
During the manoeuvre, the examiner must pay particular attention to the position of the motorcycle, where the applicant is looking, and the applicant's balance, steering technique and use of the gears.

The applicant will fail the test if their speed falls below 50 km/h on reaching the obstacle. The applicant must avoid the obstacle without braking.

## Appendix 5 continued

### 2.6.4. Gates

This manoeuvre assesses the applicant's ability to control their motorcycle while cornering. The manoeuvre must be performed in second or third gear, maintaining a steady speed of 30 km/h all the way to the final gate. When the applicant's speed is being measured using a speed-measuring device, the measurement should only be taken at the gate in the centre. The applicant must be given sufficient distance in which to perform the manoeuvre safely. Gates should be 1.5 m wide.



During the manoeuvre, the examiner must pay particular attention to the position of the motorcycle, where the applicant is looking, and the applicant's balance, steering technique and use of the gears.

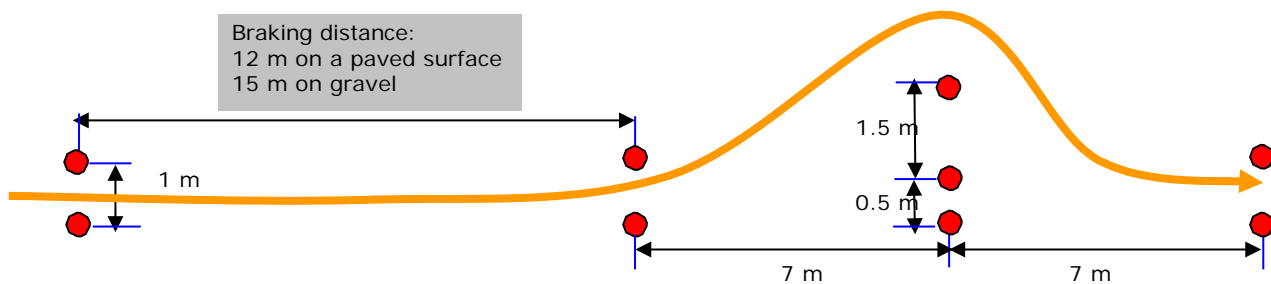
The applicant will fail if their speed falls below 30 km/hr or varies greatly.

## Appendix 5 continued

### 2.6.5. Braking

This manoeuvre assesses the applicant's ability to stop their motorcycle effectively and avoid an obstacle in a controlled manner.

The applicant must accelerate in at least second or third gear. The applicant must be given sufficient distance in which to accelerate safely. The applicant should start braking from a speed of 40 km/h. If there is not much traction, the braking distance should be extended. Whilst braking, the applicant should change down to the lowest gear and stop the motorcycle. The applicant should place their foot on the ground to signal that they have stopped. The applicant then immediately proceeds to avoid the obstacle as indicated in the diagram. After avoiding the obstacle, the applicant should return to the original driving line. Gates should be 1 m wide.



During the manoeuvre, the examiner must pay particular attention to the applicant's use of the front and rear brakes, where the applicant is looking, and the position of the motorcycle.

The applicant will fail if their starting speed before braking is less than 40 km/h.

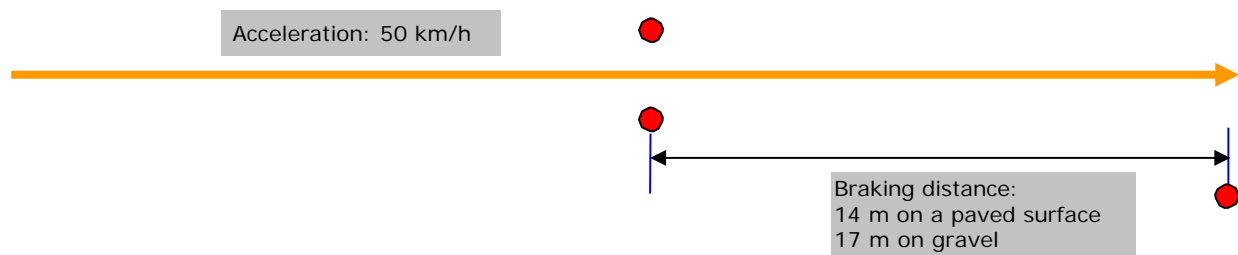


## Appendix 5 continued

### 2.6.6. Emergency braking

This manoeuvre assesses the applicant's ability to stop their motorcycle effectively and in a controlled manner.

The applicant must accelerate to 50 km/h from the starting point and then come to a halt within the braking area by using the front and rear brakes. The applicant must be given sufficient distance in which to accelerate safely. The vehicle should come to a controlled stop within 14 m on a paved surface and within 17 m on gravel. In this manoeuvre, it is the distance used for braking that should be assessed, not when the applicant started braking. If there is not much traction, the braking distance should be extended. The marker indicating the end of the braking area should be placed to one side, off the braking line.



During the manoeuvre, the examiner must pay particular attention to the applicant's use of the front and rear brakes, where the applicant is looking, and the position of the motorcycle.

The applicant will fail if their starting speed before braking is less than 50 km/h. It is acceptable for the rear wheel to lock up or lift off the ground during a controlled stop.

## Appendix 6 **Handling test for Categories T, LT, BE, C1E, CE, D1E and DE**

The tasks in the handling test should be performed one after the other, in the order shown in this appendix.

### **1. Area to be used**

The handling test should be performed on a suitable testing ground closed to other traffic.

### **2. Markings**

The length and width of the courses are measured as distances between the central points of the markers used. The area in which the manoeuvre must be performed should be clearly marked with a sufficient number of cones. When the applicant is reversing around a corner, the cone denoting the inner corner should be clearly distinguishable from the other cones.

### **3. The examiner's position**

The examiner must assess the handling test from outside the vehicle. The examiner must be positioned such that they are able to give a halt signal if the applicant's attempt at the manoeuvre threatens to damage the vehicle or vehicle combination, or poses any other danger.

### **4. Assessing the manoeuvres and making a decision**

There is no limit on the number of times that the applicant may attempt the manoeuvres, and they may also exit the vehicle if necessary. If the examiner judges that the applicant's actions are endangering themselves or others, the examiner must stop the handling test immediately. The examiner must also stop the handling test if there is an obvious threat of damage to the vehicle. An intervention always leads to automatic failure of the test.

The examiner must inform the applicant of their decision during the handling test's feedback discussion. The examiner must supply both a decision and feedback on the handling test in writing.

## Appendix 6 continued

### 5. Categories T and LT

The handling test assesses the applicant's ability to safely control their vehicle combination without endangering it.

#### 5.1. The manoeuvres and how they should be performed

The manoeuvres should be performed in the order shown below. The handling test consists of two manoeuvres:

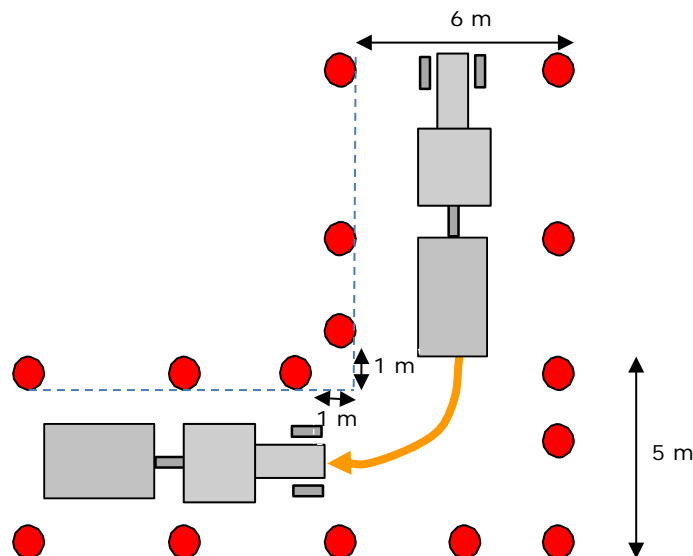
1. Checking the connection
2. Reversing around a corner

#### 5.2. Checking the connection

The applicant must demonstrate, in a manner of their own choosing, that the trailer is securely locked to the towing device.

#### 5.3. Reversing around a corner

The applicant should reverse around a corner as shown in the diagram. At the start of the manoeuvre, the vehicle combination should be completely outside of the intersection, but does not have to be straight. At the end of the manoeuvre, the tractor's nose should be completely within the target corridor. If the tractor has a front loader, this should be raised during the manoeuvre, so that it does not hit the cones.



## Appendix 6 continued

### **5.4. Passing the handling test**

- The applicant completes the manoeuvres specified in section 5.1 within 10 minutes
- The applicant demonstrates that they are safely in control of the vehicle combination throughout the manoeuvres and avoids overly tight turning angles
- The applicant has demonstrated that the trailer is securely locked to the towing device
- The applicant's actions do not pose any threat of damage to the vehicle combination
- The vehicle does not touch the cones
- The vehicle combination remains within the marked boundaries. If the tractor has a front loader, the loader may cross the perimeter but may not touch the cones.

## Appendix 6 continued

### 6. Category BE

The handling test assesses the applicant's ability to safely control their vehicle combination without endangering it.

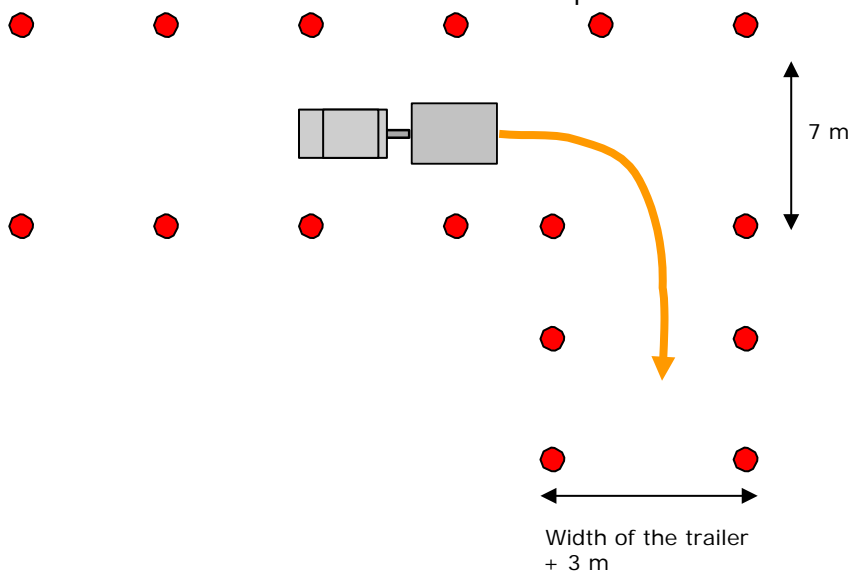
#### 6.1. The manoeuvres and how they should be performed

The handling test consists of three manoeuvres:

1. Reversing around a corner
2. Disconnecting the trailer
3. Connecting the trailer to the towing vehicle

#### 6.2. Reversing around a corner

The applicant should reverse around a corner as shown in the diagram below. At the start of the manoeuvre, the vehicle combination should be completely outside of the intersection, but does not have to be straight. At the end of the manoeuvre, the vehicle combination should be completely within the target corridor. The starting corridor should be 7 m wide and the target corridor should be the width of the trailer plus 3 m.



#### 6.3. Disconnecting the trailer

The applicant should disconnect the trailer from the towing vehicle. The towing vehicle should be driven around the corner so that the vehicle is completely outside the intersection.

#### 6.4. Connecting the trailer to the towing vehicle

The applicant should reverse the towing vehicle in the same line as the trailer and connect the two.

## Appendix 6 continued

### **6.5. Passing the handling test**

- The applicant completes the manoeuvres specified in section 6.1 within 15 minutes
- The applicant demonstrates that they are safely in control of the vehicle combination throughout the manoeuvres and avoids overly tight turning angles
- The applicant's actions do not pose any threat of damage to the vehicle combination
- The vehicle does not touch the cones
- The vehicle combination remains within the marked boundaries
- Before disconnecting the trailer, the applicant ensures that the trailer will remain in place after it is disconnected
- The applicant connects the trailer without posing any threat of damage to the vehicle combination
- The applicant checks the brakes, connecting mechanism and connection both visually and by moving the towing vehicle
- The applicant checks the electrical connections and functionality of the trailer's lights
- The applicant checks the following safety factors relating to the vehicle's load:
  - load container and covers
  - vehicle combination's doors and cab locks
  - loading method, checking that the load is properly secured

Appendix 6 continued

**7. Vehicle combinations in Categories C1E and D1E**

The handling test assesses the applicant's ability to safely control their vehicle combination without endangering it.

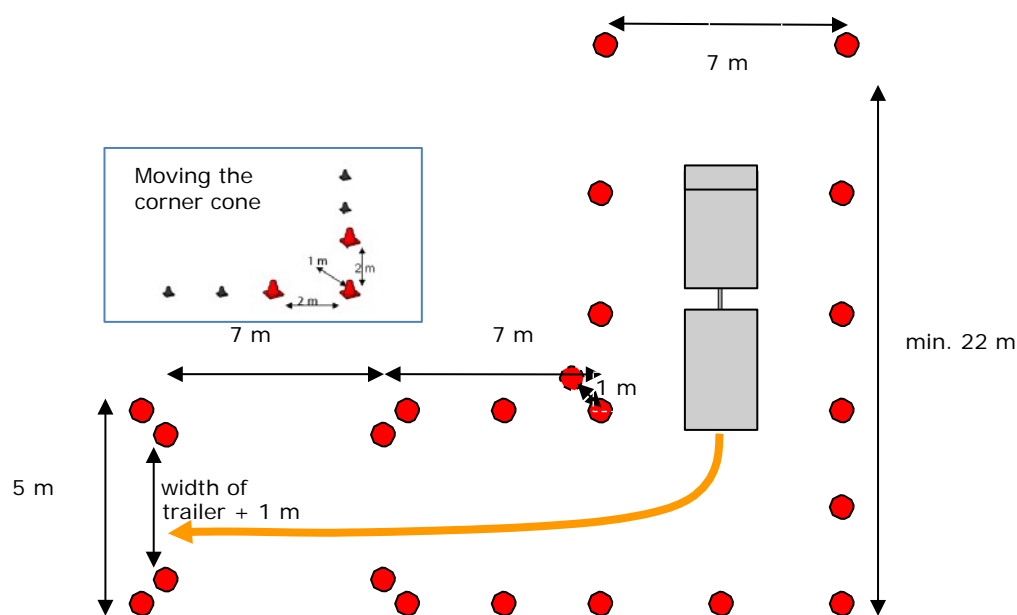
**7.1. The manoeuvres and how they should be performed**

The handling test consists of three manoeuvres:

1. Reversing around a corner
2. Disconnecting the trailer
3. Connecting the trailer to the towing vehicle

**7.2. Reversing around a corner**

The applicant reverses the vehicle combination around a corner as shown in the diagram below. At the start of the manoeuvre, the vehicle combination should be completely outside of the intersection, but does not have to be straight. At the end of the manoeuvre, the towing vehicle's tow pin must have reached at least the first cones marking the narrow gate. The narrow gate should be the width of the trailer plus 1 m, and should be positioned in the horizontal centre of the target corridor.



If the distance between the vehicle combination's outer axles is over 9 m, the corner cone should be moved outwards by 1 m as shown in the diagram.

## Appendix 6 continued

### **7.3. Disconnecting the trailer**

After reversing, the applicant should park the vehicle combination. The trailer should then be disconnected. The towing vehicle should be driven around the corner so that the vehicle is completely outside the intersection.

### **7.4. Connecting the trailer to the towing vehicle**

The applicant should reverse the towing vehicle in the same line as the trailer and connect the two.

### **7.5. Passing the handling test**

- The applicant completes the manoeuvres specified in section 7.1 within 15 minutes
- The applicant demonstrates that they are safely in control of the vehicle combination throughout the handling tasks and avoids overly tight turning angles.
- The applicant's actions do not pose any threat of damage to the vehicle combination
- The vehicle combination remains within the marked boundaries.
- The vehicle does not touch the cones
- Before disconnecting the trailer, the applicant ensures that the trailer will remain in place during and after disconnection by using wheel chocks or some other reliable method
- When disconnecting the trailer, the applicant positions electrical, air and any other cables where they cannot touch the ground, so they cannot get dirty and cause faults in the trailer's equipment after reconnection
- The applicant safely connects the trailer without posing any threat of damage to the vehicle combination
- The applicant checks the brakes, connecting mechanism and connection both visually and by moving the towing vehicle
- The applicant checks the electrical connections and functionality of the trailer's lights
- The applicant checks the levels of oil and other fluids
- The applicant checks the following safety factors relating to the vehicle combination's load:
  - load compartment, covers, load compartment doors
  - loading mechanism and cab locks (if required)
  - loading method, checking that the load is properly secured
- Checking the brake and power steering systems, wheel nuts and mudguards
- The applicant checks the condition of the windscreen, windows and windscreen wipers
- The applicant checks the air pressure, air tanks and suspension
- The applicant can perform the following measures relating to vehicle safety (Category D1E only):
  - controlling the body, service doors and emergency exits
  - monitoring first aid equipment, fire extinguishers and other safety equipment
- The applicant knows how to check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport).



Appendix 6 continued

**8. Category CE semi-trailer combination**

The handling test assesses the applicant's ability to safely control their vehicle combination without endangering it.

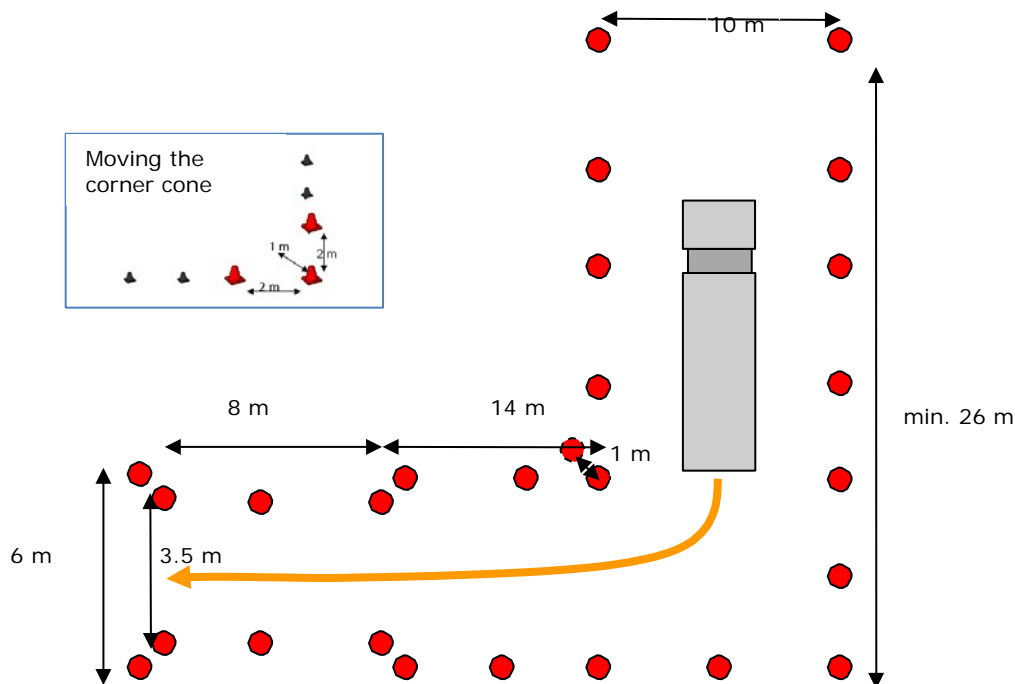
**8.1. The manoeuvres and how they should be performed**

The handling test consists of three manoeuvres:

1. Reversing around a corner
2. Disconnecting the trailer
3. Connecting the trailer to the towing vehicle

**8.2. Reversing around a corner**

The applicant reverses the vehicle combination around a corner as shown in the diagram below. At the start of the manoeuvre, the vehicle combination should be completely outside of the intersection, but does not have to be straight. The applicant reverses the vehicle combination into the narrowed section of the target corridor to the extent that the towing vehicle's lead axle reaches the first cones marking the narrow gate. The narrow spot is in the horizontal centre of the target corridor.



If the distance between a Category CE semi-trailer combination's front axle and driveshaft exceeds 3.65 m, the corner cone should be moved as shown in the diagram.

## Appendix 6 continued

### **8.3. Disconnecting the trailer**

After reversing, the applicant should park the vehicle combination and disconnect the trailer. The towing vehicle should be driven around the corner so that the vehicle is completely outside the intersection.

### **8.4. Connecting the trailer to the towing vehicle**

The applicant should reverse the towing vehicle in the same line as the trailer and connect the two.

### **8.5. Passing the handling test**

- The applicant completes the manoeuvres specified in section 8.1 within 15 minutes
- The applicant demonstrates that they are safely in control of the vehicle combination throughout the handling tasks and avoids overly tight turning angles
- The applicant's actions do not pose any threat of damage to the vehicle combination
- The vehicle combination remains within the marked boundaries
- The vehicle does not touch the cones
- Before disconnecting the trailer, the applicant ensures that the trailer will remain in place during and after disconnection by using wheel chocks or some other reliable method
- When disconnecting the trailer, the applicant places electrical, air and any other cables where they cannot touch the ground, so they cannot get dirty and cause faults in the trailer's equipment after reconnection
- The applicant safely connects the trailer without posing any threat of damage to the vehicle combination
- The applicant checks the brakes, connecting mechanism and connection both visually and by moving the towing vehicle
- The applicant checks the electrical connections and functionality of the trailer's lights
- The applicant checks the levels of oil and other fluids
- The applicant checks the following safety factors relating to the vehicle combination's load:
  - load compartment, covers, load compartment doors
  - loading mechanism and cab locks (if required)
  - loading method, checking that the load is properly secured
- Checking the brake and power steering systems, wheel nuts and mudguards
- The applicant checks the condition of the windscreen, windows and windscreen wipers
- The applicant checks the air pressure, air tanks and suspension
- The applicant knows how to check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport).

Appendix 6 continued

**9. Category CE and DE vehicle combinations**

The handling test assesses the applicant's ability to safely control their vehicle combination without endangering it.

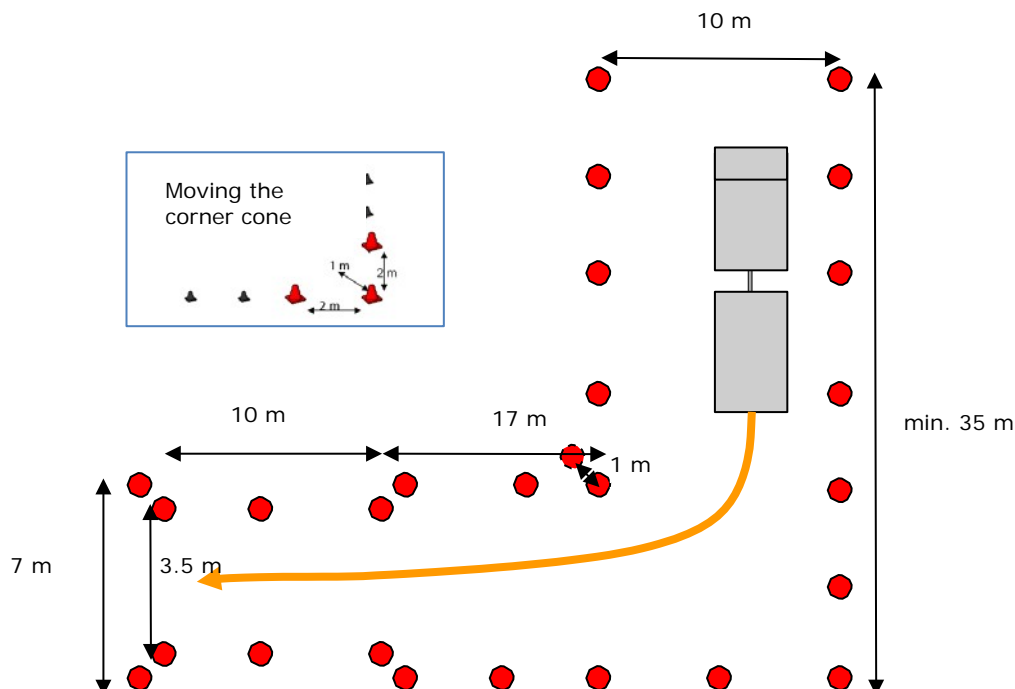
**9.1. The manoeuvres and how they should be performed**

The handling test consists of three manoeuvres:

1. Reversing around a corner
2. Disconnecting the trailer
3. Connecting the trailer to the towing vehicle

**9.2. Reversing around a corner**

The applicant reverses the vehicle combination around a corner as shown in the diagram below. At the start of the manoeuvre, the vehicle combination should be completely outside of the intersection, but does not have to be straight as shown in the diagram. The applicant reverses the vehicle combination into the narrowed section of the target corridor to the extent that the trailer is completely within the narrow section of the target corridor. The narrow section should be in the horizontal centre of the target corridor. If a Category CE trailer combination exceeds 20 m in length, the corner cone should be moved as shown in the diagram.



For Category CE vehicle combinations of maximum 22 m in length, the dimensions of the course should be as shown in the diagram.

For Category CE vehicle combinations exceeding 22 m in length and all Category DE vehicle combinations, the starting corridor should be 11 m wide and the target corridor 8.5 m wide.

## Appendix 6 continued

### 9.3. Disconnecting the trailer

After reversing, the applicant should park the vehicle combination and disconnect the trailer. The towing vehicle should be driven around the corner so that the vehicle is completely outside the intersection.

### 9.4. Connecting the trailer to the towing vehicle

The applicant should reverse the towing vehicle in the same line as the trailer and connect the two.

### 9.5. Passing the handling test

- The applicant completes the manoeuvres specified in section 9.1 within 15 minutes.
- The applicant demonstrates that they are safely in control of the vehicle combination throughout the handling tasks and avoids overly tight turning angles
- The applicant's actions do not pose any threat of damage to the vehicle combination
- The vehicle combination remains within the marked boundaries
- The vehicle does not touch the cones
- Before disconnecting the trailer, the applicant ensures that the trailer will remain in place during and after disconnection by using wheel chocks or some other reliable method
- When disconnecting the trailer, the applicant places electrical, air and any other cables where they cannot touch the ground, so they cannot get dirty and cause faults in the trailer's equipment after reconnection
- The applicant safely connects the trailer without posing any threat of damage to the vehicle combination
- The applicant checks the brakes, connecting mechanism and connection both visually and by moving the towing vehicle
- The applicant checks the electrical connections and functionality of the trailer's lights
- The applicant checks the levels of oil and other fluids
- The applicant checks the following safety factors relating to the vehicle combination's load:
  - load compartment, covers, load compartment doors
  - loading mechanism and cab locks (if required)
  - loading method, checking that the load is properly secured
- Checking the brake and power steering systems, wheel nuts and mudguards
- The applicant checks the condition of the windscreen, windows and windscreen wipers
- The applicant checks the air pressure, air tanks and suspension
- The applicant can perform the following measures relating to vehicle safety (Category DE only):
  - controlling the body, service doors and emergency exits
  - monitoring first aid equipment, fire extinguishers and other safety equipment
- The applicant knows how to check and use the dashboard and dashboard instruments, including the control devices specified in Council Regulation (EEC) No. 3821/85 (on recording equipment in road transport).

## Appendix 7 **Basic driving skills for Categories AM/121, A1, A2, A and B**

### **1. Observation A**

Observation is a question of remaining actively vigilant and the ability to notice things. Observational mistakes increase the risk of accidents. Dangerous situations and conflicts are often caused by a lack of observation. The applicant must demonstrate active observation skills in all directions, both inside and outside the vehicle. Observation skills can be assessed by studying where the applicant is looking and how they use their mirrors.

#### **Examples of mistakes:**

- The applicant fails to look sufficiently far ahead, which makes it difficult to anticipate upcoming situations.
- The applicant fails to look behind them when reducing their speed.
- The applicant fails to notice that windows have steamed up in the rain.
- When setting off from the side of the road, the applicant does not check for traffic in the rear-view mirror. They do not turn their head to check blind spots.
- The applicant fails to leave sufficient space for changing lanes or overtaking. (The applicant should use the rear-view mirror to check that there are no vehicles behind them intending to change lanes at the same time. The wing mirror should be used to check that the lane is free. The applicant should turn their head to check the blind spot. None of these checks should interfere with forward observation.)
- The applicant fails to observe priority rules at intersections or is not prepared for other road users to ignore these rules. (The applicant must pay attention to all vehicles at an intersection and be able to see sufficiently far down the intersecting road. Adequate visibility is particularly important when crossing a railway.)
- When turning onto a pedestrian crossing or separate pedestrian/cycle path, the applicant fails to turn their head to check for traffic.

#### **Observation-related situations that must always be marked as a conflict:**

- Changing lanes without noticing other traffic.
- Due to an observational mistake, the applicant fails to give way when another road user has priority and the examiner has to intervene in order to avoid danger, or the driver of the vehicle with priority has to give way.
- The applicant fails to notice a visual obstruction when approaching an intersection or similar, and the examiner is forced to intervene.
- The applicant fails to notice a bus leaving a bus stop in an area where the speed limit is no more than 60 km/h, and the examiner must intervene in order to avoid danger and damage.

## Appendix 7 continued

### **2. Assessment B**

Assessment follows observation, and successful assessment is always founded on adequate observation. Making correct assessments usually results in the applicant having no need to panic. The applicant makes an assessment mistake when they have made the correct observations but misinterpret the traffic situation. The applicant will often attempt to correct the situation with a hasty solution. Any changes in the applicant's emotional state must also be assessed, as they can increase the risk of accidents.

#### **Examples of mistakes:**

- The applicant ignores priority rules.
- The applicant is not able to estimate the safe distances to maintain from other road users.
- When changing lanes, the applicant's own lane or the lane they are trying to enter is not sufficiently clear.
- When turning, the applicant incorrectly estimates the time required for the turn. When turning, the applicant causes a disturbance or danger to themselves or other road users.

#### **Assessment-related situations that must always be marked as a conflict:**

- The applicant has to give way, observes an approaching vehicle, but incorrectly estimates its speed and distance. If the applicant were allowed to proceed, it would lead to a dangerous situation or the driver of the vehicle with priority would have to give way; the examiner is therefore forced to intervene.
- The applicant makes correct forward, side and rear observations when exiting an acceleration lane. However, they fail to correctly estimate the speed difference between their vehicle and another vehicle approaching from behind in the next lane. Changing lanes would be dangerous, so the examiner has to prevent it.
- The applicant has started to overtake, but has incorrectly assessed the situation, for example, an oncoming vehicle is too close or there is insufficient visibility. Changing lanes would be dangerous, so the examiner has to prevent it.
- When traffic lights are changing, the applicant incorrectly estimates the speed of their vehicle or its distance from the lights. It is prohibited to enter a traffic light-controlled intersection after the light has turned amber if it is possible to stop without braking abruptly or causing danger to others. The examiner is forced to intervene.
- When changing lanes, the applicant incorrectly estimates the speed of a vehicle approaching from behind. The examiner judges that it would be dangerous to change lanes and intervenes.

## Appendix 7 continued

### 3. Speed control C

Speed must be adapted to suit traffic conditions, surrounding traffic, weather conditions, and the driver's skills. In practice, this means that the applicant should drive at a speed that enables them to adequately observe other traffic and control their vehicle. The applicant must also leave a sufficient margin to cope with any danger arising from unexpected situations or other road users' mistakes. In built-up areas, the highest permitted speed is often too high for the situation in question (pedestrians, poor visibility at intersections, parked vehicles, etc.) Slight uncertainty in speed control is acceptable; it will, however, be taken into account when assessing vehicle control. However, the applicant should try to keep pace with other traffic.

#### Examples of mistakes:

- The applicant is unable to join the traffic flow smoothly and disturbs other road users when entering a road. The examiner must decide whether this mistake is due to a lack of observation or assessment, or inadequate acceleration. Inadequate acceleration is classified as a mistake in speed control.
- Inconsistent driving speed, unnecessary braking, reducing speed too late.
- The applicant fails to reduce their speed when encountering oncoming traffic, even when there is little room.
- Minor speeding (5–10 km/h) if the applicant ends up too close to the vehicle in front or if speeding is continuous.
- Driving unnecessarily slowly usually indicates that the applicant feels uncertain about their control of the vehicle and the traffic situation. Applicants that drive too slowly are usually compensating for deficiencies in their driving skills. If slow driving is linked to other mistakes, such as repeatedly obstructing other traffic, it can be considered a mistake.
- Overtaking bicycles and pedestrians without slowing down. The examiner considers the applicant's speed to be too high. (This often occurs when it is difficult to take evasive action due to other traffic, a narrow passage or other obstacles, or if the other parties are elderly or children.)
- When approaching an intersection, the applicant fails to adjust their speed to the level of visibility. The applicant fails to reduce their speed in a calm, anticipatory and predictable manner.
- When crossing a railway, the applicant either enters the level crossing too quickly or fails to cross it quickly enough.
- When starting to overtake, the applicant fails to accelerate sufficiently, thus taking too long to attain the required speed difference. (The applicant may start to overtake when the speed of the vehicle in front is substantially below the highest permitted speed and the appropriate situational speed. If the speed difference between the overtaking vehicle and the vehicle being overtaken is not already sufficient, the applicant must accelerate quickly and in the appropriate gear.)

#### Speed control-related situations that must always be marked as a conflict:

- Speeding by more than 10 km/h. Due to the weight assigned to speeding, this is always marked as a conflict during a driving test regardless of the situation.
- The applicant's situational speed is too high when approaching an intersection. The examiner has to intervene, as it would be impossible to stop or give way to other road users due to the weather, visibility and speed of approaching vehicles.
- The applicant approaches a bend, traffic lights, another road user in a narrow street, etc. at such a high speed that the examiner has to intervene to prevent danger or damage.
- When reversing, the applicant allows their situational speed to become so high that the examiner has to intervene to prevent the applicant from losing control of the vehicle or to avoid a collision.

## Appendix 7 continued

### **4. Interaction D**

Interaction means communication between road users and taking the special characteristics of different types of road users into account. For example, logical and timely use of signalling, speed control and choosing a lane and driving line when approaching an intersection, hand signals to clarify the order of priority, and signalling with headlights and indicators when overtaking.

Sound signals should only be used to warn others of danger or to prevent a dangerous situation, for example, warning a vehicle approaching from a side road or a cyclist on the road. The applicant must also be able to observe and understand the signals given by other road users.

#### **Examples of mistakes:**

- Indicating too late or not at all when setting off from the side of the road, when turning at an intersection, or before stopping.
- When leaving a driveway or car park to join traffic, the applicant does not acknowledge their obligation to give way.
- Inconsistent speed when driving in traffic.
- The applicant fails to take the slow speed or the space requirements of heavy-duty vehicles into consideration.
- The applicant fails to take children's unexpected behaviour into account.
- Sudden and unnecessary braking when approaching an intersection. By reducing speed gradually and in good time, road users indicate their intention to comply with priority rules, thereby avoiding misunderstandings.
- The applicant does not indicate their intention to comply with priority rules at a pedestrian crossing or cycle path, that is, they do not reduce their speed gradually and in good time. In situations where two or more parallel lanes intersect with a pedestrian crossing or cycle path, it is particularly important for drivers to adjust their speed appropriately to warn those approaching from behind in the parallel lane. In such a situation, it is considered a mistake for the applicant to indicate that other road users can cross the road if the applicant has not first checked the traffic in the parallel lane.

#### **Interaction-related situations that must always be marked as a conflict:**

- The applicant brakes abruptly and unnecessarily at repeater lights, and the examiner has to prevent the vehicle from stopping to avoid a rear-end collision.
- The applicant does not indicate their intention to comply with priority rules with a reduction in speed, and the situation causes such danger that the examiner has to intervene.
- Negligence towards special pedestrian groups (such as children, the elderly and the disabled.)



## Appendix 7 continued

### **5. Correct position of the vehicle E**

The vehicle's position is assessed on the basis of the applicant's driving line and the distance they maintain from other road users. The following situations present good ways of assessing the applicant's choice of driving line and use of the road: choosing a lane, driving in the flow of traffic, getting into the correct lane, turning, exiting a junction, encountering another road user, and overtaking/being overtaken.

#### **Examples of mistakes:**

- When encountering another road user in a narrow passage with limited visibility, the applicant fails to keep as far right as is possible without compromising safety.
- Continuous and unnecessary driving in the left-hand lane.
- When approaching an intersection, the applicant fails to enter the correct lane in good time, in a decisive manner and in accordance with traffic regulations.
- The applicant exits an intersection without following their chosen driving line, and in a manner that contravenes traffic regulations. For example, when turning left, the applicant exits the intersection carelessly and enters the lane occupied by traffic that is simultaneously turning right.
- Stopping unnecessarily at a pedestrian crossing or cycle path.
- Parking a vehicle too far from the kerb or outside the parking space so that other traffic has to go around it. (Less serious deficiencies will weaken the applicant's grade for vehicle handling.)
- Uncertainty in maintaining the correct driving line.
- The applicant does not maintain a safe distance from other road users.
- The applicant changes lanes unnecessarily.

#### **Situations relating to vehicle positioning that must always be marked as a conflict:**

- The applicant turns left from the right-hand lane, or right from the left-hand lane, in a street where there are at least two parallel lanes and no traffic sign indicating a compulsory direction ahead.
- When turning (or for some other reason), the applicant ends up in the lane occupied by oncoming traffic, forcing the examiner to intervene in order to avoid damage or danger.
- The applicant uses a bus lane for some purpose other than getting into the correct lane (if it obstructs other traffic).
- The applicant drives too close to the vehicle in front (for example, less than 1 second apart) or too close to parked vehicles, forcing the examiner to intervene.
- When turning at an intersection with two parallel lanes turning in the same direction, and marked with traffic signs indicating a compulsory direction ahead, the applicant exits the intersection in the wrong lane without noticing.
- When the applicant is reversing, the examiner has to intervene to prevent a collision.
- The applicant is too close when overtaking a cyclist or pedestrian, and the examiner has to intervene.

## Appendix 7 continued

### **6. Complying with traffic control F**

Complying with traffic control means obeying traffic controllers and complying with traffic control devices and traffic regulations. Traffic regulations usually make it easy to determine the order of priority at an intersection. The applicant must show confidence in situations involving a standard order of priority. Giving way when you have priority is not considered a mistake if it is done with a specific purpose in mind.

#### **Examples of mistakes:**

- The applicant waits unnecessarily for a separate green light for turning.
- Parking or stopping obstructs or endangers other traffic users.
- The applicant's actions do not indicate that they are affording cyclists and moped riders on the road, or people on pedestrian crossings, the rights pertaining to them according to priority rules, especially when turning or when the obligation to give way to people on a cycle path has been clearly indicated. It is never a mistake to be cautious around cyclists and pedestrians, even when you have priority.
- The applicant interprets priority rules incorrectly, but the situation does not cause danger to anyone.

#### **Situations related to complying with traffic control that must always be marked as a conflict, and in which the examiner should intervene whenever possible:**

- The applicant interprets priority rules incorrectly and causes a dangerous situation.
- The applicant drives past a car or tram stopped at a pedestrian crossing without stopping.
- The applicant drives through a red light.
- The applicant ignores a compulsory STOP sign.
- The applicant drives against the compulsory direction of traffic.
- The applicant fails to comply with a 'No entry' sign.
- The applicant fails to comply with a 'Closed to all vehicles' sign.
- The applicant fails to comply with a 'Priority for oncoming traffic' sign.
- The applicant passes a 'Keep left' or 'Keep right' sign on the wrong side.
- The applicant ignores a police officer's signal to stop.
- The applicant fails to comply with a 'No entry for power-driven vehicles' sign.
- The applicant fails to comply with a 'No left turn' or 'No right turn' sign.

## Appendix 8 **Basic driving skills for Categories B/96, BE, C1, C1E, C, CE, D1, D1E, D and DE**

### **1. Observation**

Observation is a question of remaining actively vigilant and the ability to notice things. Experienced drivers are better at spotting essential details than inexperienced drivers. Observational mistakes increase the risk of accidents. Dangerous situations and conflicts are often caused by a lack of observation. The applicant must demonstrate active observation skills in all directions, both inside and outside the vehicle. Observation skills can be assessed by studying where the applicant is looking and how they use their mirrors.

#### **Examples of mistakes:**

- The applicant fails to look sufficiently far ahead, which makes it difficult to anticipate upcoming situations.
- The applicant fails to look behind them when reducing their speed.
- When setting off from the side of the road or stop, the applicant does not check for traffic in the rear-view mirror.
- The applicant does not reserve enough space for changing lanes or overtaking.
- The applicant fails to observe priority rules at intersections or is not prepared for other road users to ignore these rules. (The applicant must pay attention to all vehicles at an intersection and be able to see sufficiently far down the intersecting road. Careful observation is particularly important when crossing a railway.)
- The applicant fails to notice pedestrians or cyclists when turning onto a pedestrian crossing or separate pedestrian/cycle path.
- The applicant is not fully aware of the dimensions of their vehicle when turning (for example, rear overhang or straightening the trailer).
- In Categories D1 and D, the applicant repeatedly fails to check the right-hand wing mirror when leaving bus stops (the 'final check' on leaving a stop).

#### **Observation-related situations that must always be marked as a conflict:**

- Changing lanes without noticing other traffic.
- Due to an observational mistake, the applicant fails to give way when another road user has priority and the examiner has to intervene to avoid danger, or the driver of the vehicle with priority has to give way.
- The applicant fails to notice a visual obstruction when approaching an intersection or similar, and the examiner is forced to intervene.
- The applicant fails to notice a bus leaving a bus stop in an area where the speed limit is no more than 60 km/h, and the examiner must intervene in order to avoid danger and damage.

## Appendix 8 continued

### **2. Assessment**

Assessment follows observation, and successful assessment is always founded on adequate observation. Making correct assessments usually results in the applicant having no need to panic. The applicant makes an assessment mistake when they have made the correct observations but misinterpret the traffic situation. The applicant will often attempt to correct the situation with a hasty solution. Any changes in the applicant's emotional state must also be assessed, as they can increase the risk of accidents.

#### **Examples of mistakes:**

- The applicant ignores priority rules.
- The applicant is not able to estimate the safe distances to maintain from other road users.
- When changing lanes, the applicant's own lane or the lane they are trying to enter is not sufficiently clear.
- When turning, the applicant incorrectly estimates the time required for the turn. When turning, the applicant causes disturbance or danger to themselves or other road users.
- The applicant underestimates the space required to turn, which leads to an overly slow turn or the need to reverse mid-turn.
- The applicant misinterprets the situation, and therefore repeatedly misses their turn to move.

#### **Assessment-related situations that must always be marked as a conflict:**

- The applicant has to give way, observes an approaching vehicle, but incorrectly estimates its speed and distance. If the applicant were allowed to proceed, it would lead to a dangerous situation or the driver of the vehicle with priority would have to give way; the examiner is therefore forced to intervene.
- The applicant makes correct forward, side and rear observations when exiting an acceleration lane. However, they fail to correctly estimate the speed difference between their vehicle and another vehicle approaching from behind in the next lane. Changing lanes would be dangerous, so the examiner has to prevent it.
- The applicant has started to overtake, but has incorrectly assessed the situation, for example, an oncoming vehicle is too close or there is insufficient visibility. Changing lanes would be dangerous, so the examiner has to prevent it.
- When traffic lights are changing, the applicant incorrectly estimates the speed of their vehicle or its distance from the lights. It is prohibited to enter a traffic light-controlled intersection after the light has turned amber if it is possible to stop without braking abruptly or causing danger to others. The examiner is forced to intervene.
- When changing lanes, the applicant incorrectly estimates the speed of a vehicle approaching from behind. The examiner judges that it would be dangerous to change lanes and intervenes.
- When turning, the applicant starts to turn at the wrong moment, so that the vehicle or the trailer is about to get caught on a traffic sign, signal light or other obstacle, and the examiner has to prevent it.

## Appendix 8 continued

### 3. Speed control

Speed must be adapted to suit traffic conditions, surrounding traffic, weather conditions, the vehicle's load, and the driver's skills. In practice, this means that the applicant should drive at a speed that enables them to adequately observe other traffic and control their vehicle.

The applicant must also leave a sufficient margin to cope with any danger arising from unexpected situations or other road users' mistakes. In built-up areas, the highest permitted speed is often too high for the situation in question (pedestrians, poor visibility at intersection, parked vehicles, etc.). Slight uncertainty in speed control is acceptable; it will, however, be taken into account when assessing vehicle control. The applicant must drive without obstructing or hindering other road users.

#### Examples of mistakes:

- The applicant is unable to join the traffic flow smoothly and disturbs other road users observation or assessment, or inadequate acceleration. Inadequate acceleration is classified as a mistake in speed control.
- Inconsistent driving speed, unnecessary braking and reducing speed too late. For example, taking into account the number of revolutions per minute, gear changes, braking and accelerating. These should also be considered when assessing how economical and environmentally friendly the applicant's driving is.
- The applicant fails to reduce their speed when encountering oncoming traffic, even when there is little room.
- Minor speeding (0–5 km/h) if the applicant ends up too close to the vehicle in front or if speeding is continuous.
- Driving unnecessarily slowly usually indicates that the applicant feels uncertain about their control of the vehicle and the traffic situation. If slow driving is linked to other mistakes, such as repeatedly obstructing or disturbing other traffic, it can be considered a mistake.
- Overtaking bicycles and pedestrians without slowing down. The examiner considers the applicant's speed to be too high. (This often occurs when it is difficult to take evasive action due to other traffic, a narrow passage or other obstacles, or if the other parties are elderly or children.)
- When approaching an intersection, the applicant fails to adjust their speed to the level of visibility. The applicant fails to reduce their speed in a calm, anticipatory and predictable manner.
- When crossing a railway, the applicant either enters the level crossing too quickly or fails to cross it quickly enough.
- When starting to overtake, the applicant fails to accelerate sufficiently, thus taking too long to attain the required speed difference.
- In Categories D and D1, the applicant approaches a bus stop at a speed that is too fast for the situation, resulting in abrupt braking that detracts from passenger comfort.

## Appendix 8 continued

### **Speed control-related situations that must always be marked as a conflict:**

- Repeated speeding of 5–10 km/h. Due to the weight assigned to speeding, speeding by more than 10 km/h is always marked as a conflict during a driving test regardless of the situation.
- The applicant's situational speed is too high when approaching an intersection. The examiner has to intervene, as it would be impossible to stop or to give way to other road users due to the weather, visibility and speed of approaching vehicles.
- The applicant approaches a bend, traffic lights, another road user in a narrow street, etc. at such a high speed that the examiner has to intervene to prevent danger or damage.
- When reversing, the applicant allows the situational speed to become so high that the examiner has to intervene to prevent the applicant from losing control of the vehicle or to avoid a collision.
- In Categories D and D1, the applicant approaches a bus stop at a speed that is too fast for the situation, resulting in abrupt braking that jeopardises passenger safety.

## Appendix 8 continued

### **4. Interaction**

Interaction means communication between road users and taking the special characteristics of different types of road users into account. For example, logical and timely use of signalling, speed control and choosing a lane and driving line when approaching an intersection, hand signals to clarify the order of priority, and signalling with headlights and indicators when overtaking.

Sound signals should only be used to warn others of danger or to prevent a dangerous situation, for example, warning a vehicle approaching from a side road or a cyclist on the road. The applicant must also be able to observe and understand the signals given by other road users.

#### **Examples of mistakes:**

- Indicating too late or not at all when setting off from the side of the road, changing lanes and turning at an intersection, or before stopping by the side of the road or at a bus stop.
- When leaving a driveway or car park to join traffic, the applicant does not acknowledge their obligation to give way.
- Inconsistent speed when driving in traffic.
- The applicant fails to take the slow speed or the space requirements of heavy-duty vehicles into consideration.
- The applicant fails to take children's unexpected behaviour into account.
- Sudden and unnecessary braking when approaching an intersection. By reducing speed gradually and in good time, road users indicate their intention to comply with priority rules, thereby avoiding misunderstandings.
- The applicant does not indicate their intention to comply with priority rules at a pedestrian crossing or cycle path, that is, they do not reduce their speed gradually and in good time. In situations where two or more parallel lanes intersect with a pedestrian crossing or cycle path, it is particularly important for drivers to adjust their speed appropriately to warn those approaching from behind in the parallel lane. In such a situation, it is considered a mistake for the applicant to indicate that other road users can cross the road if the applicant has not first checked the traffic in the parallel lane.

#### **Interaction-related situations that must always be marked as a conflict:**

- The applicant brakes abruptly and unnecessarily at repeater lights, and the examiner has to prevent the vehicle from stopping to avoid a rear-end collision.
- The applicant does not indicate their intention to comply with priority rules with a reduction in speed, and the situation causes such danger that the examiner has to intervene.
- Negligence towards special pedestrian groups (such as children, the elderly and the disabled.)

## Appendix 8 continued

### **5. Correct position of the vehicle**

The vehicle's position is assessed on the basis of the applicant's driving line and the distance they maintain from other road users. The following situations present good ways of assessing the applicant's choice of driving line and use of the road: choosing a lane, driving in the flow of traffic, cornering, driving along a narrow road, getting into the correct lane, turning, exiting a junction, approaching another road user, and overtaking/being overtaken.

#### **Examples of mistakes:**

- When encountering another road user in a narrow passage with limited visibility, the applicant fails to keep as far right as is possible without compromising safety.
- Continuous and unnecessary driving in the left-hand lane.
- When approaching an intersection, the applicant fails to enter the correct lane in good time, in a decisive manner and in accordance with traffic regulations.
- The applicant exits an intersection without following their chosen driving line, and in a manner that contravenes traffic regulations. For example, when turning left, the applicant exits the intersection carelessly and enters the lane occupied by traffic that is simultaneously turning right.
- Stopping unnecessarily at a pedestrian crossing or cycle path.
- Parking a vehicle too far from the kerb or outside the parking space so that other traffic has to go around it. (Less serious deficiencies will weaken the applicant's grade for vehicle handling.)
- Uncertainty in maintaining the correct driving line.
- The applicant does not maintain a safe distance from other road users.
- The applicant changes lanes unnecessarily.

#### **Situations relating to vehicle positioning that must always be marked as a conflict:**

- The applicant turns left from the right-hand lane, or right from the left-hand lane, in a street where there are at least two parallel lanes and no traffic sign indicating a compulsory direction ahead.
- When turning (or for some other reason), the applicant ends up in the lane occupied by oncoming traffic, forcing the examiner to intervene to prevent danger or damage.
- The applicant uses a bus lane for some purpose other than getting into the correct lane (if it obstructs other traffic).
- The applicant drives too close to the vehicle in front (for example, less than 1 second apart) or too close to parked vehicles, and the examiner is forced to intervene.
- When turning at an intersection with two parallel lanes turning in the same direction, and marked with traffic signs indicating a compulsory direction ahead, the applicant exits the intersection in the wrong lane without noticing.
- When the applicant is reversing, the examiner has to intervene to prevent a collision.
- The applicant is too close when overtaking a cyclist or pedestrian, and the examiner has to intervene.
- Repeatedly driving so as to take up two lanes without good reason.



## Appendix 8 continued

### **6. Complying with traffic control**

Complying with traffic control means obeying traffic controllers and complying with traffic control devices and traffic regulations. Traffic regulations usually make it easy to determine the order of priority at an intersection. The applicant must show confidence in situations involving a standard order of priority. Giving way when you have priority is not considered a mistake if it is done with a specific purpose in mind.

#### **Examples of mistakes:**

- The applicant waits unnecessarily for a separate green light for turning.
- Parking or stopping obstructs or endangers other traffic users.
- The applicant's actions do not indicate that they are affording cyclists and moped riders on the road, or people on pedestrian crossings, the rights pertaining to them according to priority rules, especially when turning or when the obligation to give way to people on a cycle path has been clearly indicated. It is never a mistake to be cautious around cyclists and pedestrians, even when you have priority.
- The applicant interprets priority rules incorrectly, but the situation does not cause danger to anyone.

#### **Situations related to complying with traffic control that must always be marked as a conflict, and in which the examiner should intervene whenever possible:**

- The applicant interprets priority rules incorrectly and causes a dangerous situation.
- The applicant drives past a car or tram stopped at a pedestrian crossing without stopping.
- The applicant drives through a red light.
- The applicant ignores a compulsory STOP sign.
- The applicant drives against the compulsory direction of traffic.
- The applicant fails to comply with a sign restricting vehicle weight or height, or prohibiting entry to certain vehicles.
- The applicant fails to comply with a 'No entry' sign.
- The applicant fails to comply with a 'Closed to all vehicles' sign.
- The applicant fails to comply with a 'Priority for oncoming traffic' sign.
- The applicant passes a 'Keep left' or 'Keep right' sign on the wrong side.
- The applicant ignores a police officer's signal to stop.
- The applicant fails to comply with a 'No entry for power-driven vehicles' sign.
- The applicant fails to comply with a 'No left turn' or 'No right turn' sign.
- In Categories D1 and D, the applicant leaves a bus stop in an area with a speed limit of over 60 km/h without giving way to traffic approaching from behind, thereby causing a dangerous situation.