



6 POINT
DRIVING SCHOOL



DRIVING MANUAL

Learn how to drive from
beginning to test standard

6 POINT DRIVING SCHOOL

- ✓ Cockpit Drill, Moving Off, Stopping
- ✓ Approaching Junctions (Left/Right)
- ✓ Emerging at T-Junctions, Crossroads
- ✓ Roundabouts, Mini Roundabouts
- ✓ Overtaking, Parking, Emergency Stop

And manymore lists on the
book, please check
the whole book to learn
driving manual

DRIVING LESSONS

We 6 point Driving School, offer the high
quality and easy way training for
learner drivers.

www.6pointdrive.com

INDEX CONTENTS

Cockpit Drill	01	Forward Bay Park	20
Moving Off	02	Bay Park	22
Stopping	04	Pulling Up On The Right	23
Approaching Junctions (Left/Right)	05	Parallel Park	24
Emerging at T-Junctions	07	Emergency Stop	26
Crossroads	08	Eco Safe Driving	28
Roundabouts	10	Show Me, Tell Me	30
Mini Roundabouts	11	Tips for Driving Test	32
Meeting/Clearance/Anticipation	12	Terms & Conditions	35
Pedestrian Crossings	14	Appointment Record	36
Overtaking	16	Progress Record	37
Dual Carriageways	18	Mock Test	38

COCKPIT DRILL (DHSSSM)

D - Doors

Before starting the engine or journey make sure the door is shut properly. You can check it by looking at the dashboard or interior light. On a windy day, be more careful when opening the door as it can easily fly open with the force of the wind.

H - Handbrake

Make sure you check the handbrake is secured, it keeps cars from rolling while parked on an incline. Handbrakes are important for cars with manual and automatic transmissions.

S - Seat position

Adjust your seat to make sure you can reach the foot pedals, making sure you can press the clutch pedal all the way down with your left foot. Move the seat forwards/backwards or up/down for your comfortability.

The head restraint should be adjusted so the rigid part of the head restraint is at least at eye level or above the ears.

S- Steering

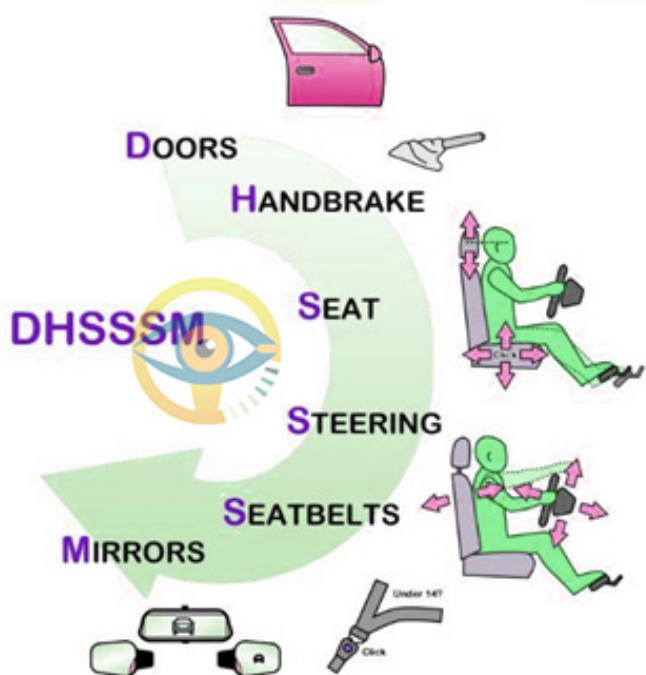
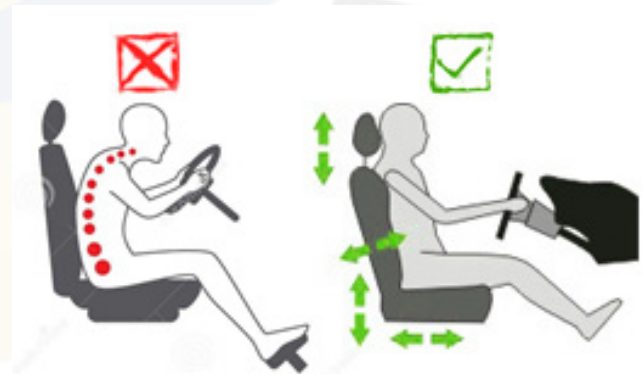
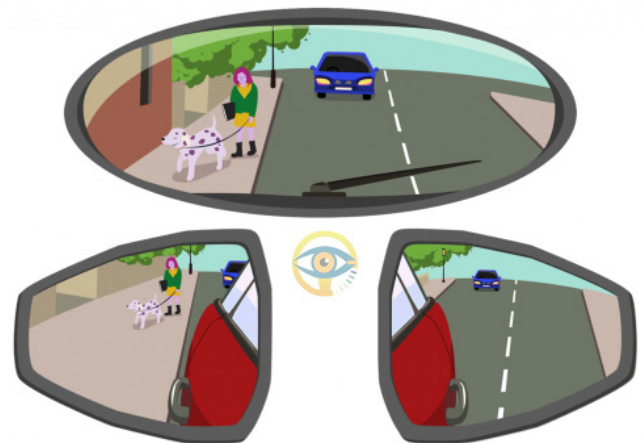
Adjust the steering or the back of the seat so that you can place both hands at the top of the steering wheel but maintain a slight bend in your arms.

S - Seatbelt

Secure your seat belt and ensure there are no twists. Ensure passengers are securely belted. The driver is also legally responsible for passengers under 14 years old.

M - Mirrors

First adjust your interior mirror by avoiding fingerprints on the mirror and your door mirrors to give the best view to the rear and sides.



MOVING OFF

Objectives:

You must move off safely without creating a hazard to other road users, so make sure not to cause anyone to change their speed or direction because of you. You should be able to make effective observations. Examiner asks several times to pull up to a safe place and move off again when clear, safely and with full control of your vehicle.

POM ROUTINE (PREPARE>OBSERVE>MOVE)

Prepare

Press the clutch down fully and put into 1st gear, Press the gas pedal at about the thickness of a £1 coin so the engine begins to rev slightly. Then, bring the clutch up slowly to the biting point. At that moment hold your left foot still and keep your right foot on the gas too. You have now prepared to move the car but you still have your handbrake on which is locking the two back wheels.

- Press clutch all the way down
- Select 1st gear
- Set gas (press accelerator £1 thickness)
- Gently raise clutch to biting point and hold feet still

Observe

It's very important to look at 6 Points before moving off. People got more priority over you who are already on the road. So take your time so you don't affect other road users and cause an accident. If you are on the left side of the road, start with looking over your left shoulder, then your left door mirror, then your interior mirror, then onto your right door mirror. If anyone benefited from your signal then give signal otherwise not necessary. At last look over your right shoulder to check your blind spot before moving off.

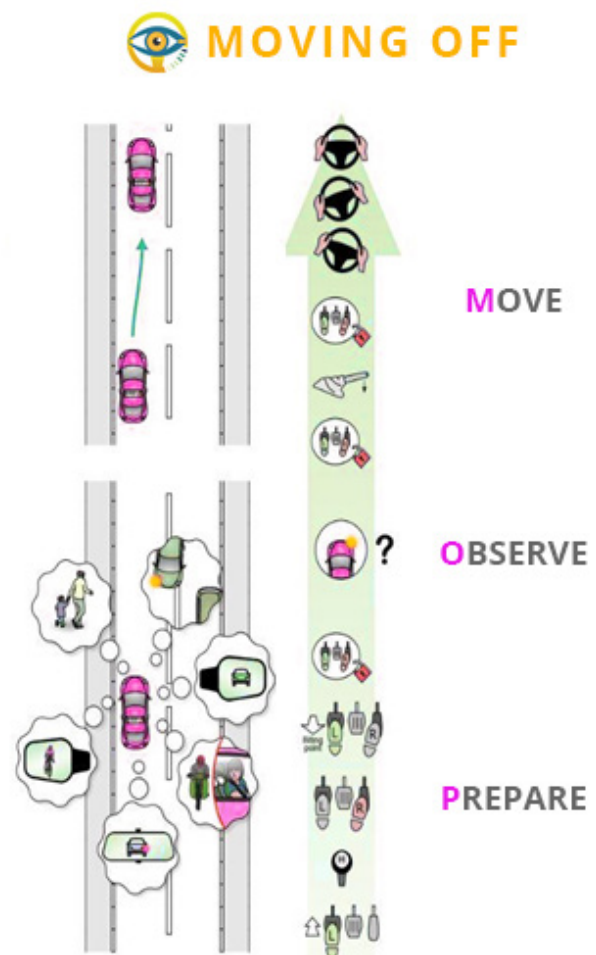
- Check 6 Point (left shoulder>left door mirror>interior mirror> ahead>right door mirror>right shoulder)

Move

You must look over your right shoulder, if it's safe

to move off, you will need to release your handbrake. After releasing your handbrake, you will need to increase gas slowly, while also gradually bringing the clutch up slowly. It is important that you coordinate these two pedals together. When the car moves forward you will need to pull the steering wheel slightly right to come away from the kerb. And steer back to your normal driving position when safe. Remember to cancel the signal, if it's still on or other road users may find it misleading.

- Give signal - if anyone benefit
- Release handbrake
- Slowly raise clutch pedal (keeping on gas)
- Steer to your normal driving position
- Cancel signal



Tips

Stalling: Is it a petrol or diesel car? If petrol you will require enough gas so you can hear the car revving before finding your biting point. If you try to find the biting point first, without gas, there is a higher risk of stalling.

When the car starts moving, pupils often release the clutch too quickly, that's another reason for stalling so ease the clutch up over 2 to 3 seconds.

Moving off downhill: If it's a steep hill you can move off in 2nd gear. Keep on footbrake and release handbrake then Check 6 points especially looking over your right shoulder to cover blind spots. Release footbrake, raise clutch pedal up and give gas if you need to build up speed.

Moving off uphill: Clutch down, select first gear, clutch to bite a little higher than normal, add some gas about 1500-2000 rpm. The steeper the hill, the more gas you need.

the front of the car to line up with the kerb if needed; this will help you judge the kerb better. Glance in your left door mirror regularly for updates. It should look like you're a 1 foot width from the kerb when you glance in the left door mirror.

Speed

Start braking gently, don't surprise other road users when you are around 5 to 10 miles, apply the clutch down fully. This will prevent you from stalling. Once your clutch is down fully, then gradually increase the pressure on the brake pedal until the car is about to stop.

Look

Just before stopping make sure you don't block driveways, don't stop on zig zag markings, try to avoid parking opposite other parked cars causing obstructions. Apply your handbrake fully, then select neutral. Cancel your signal and rest your feet.

STOPPING

Objectives

You should be able to identify a safe, legal and convenient place to stop. You have to follow MSPSL routine and you can't stop near a bend, a brow of a hill, too close to junctions etc.

MSPSL (Mirror>Signal>Position>Speed>Look)

Once you have found a safe place to stop, you need to apply the Mirrors, Signal, Position, Speed, Look routine.

Mirrors

Interior and left door mirror. What is behind you and beside you? Would a signal help?

Signal

In good time, if it will benefit other road users. Be careful of signalling too early - for example, before passing a road on the left.

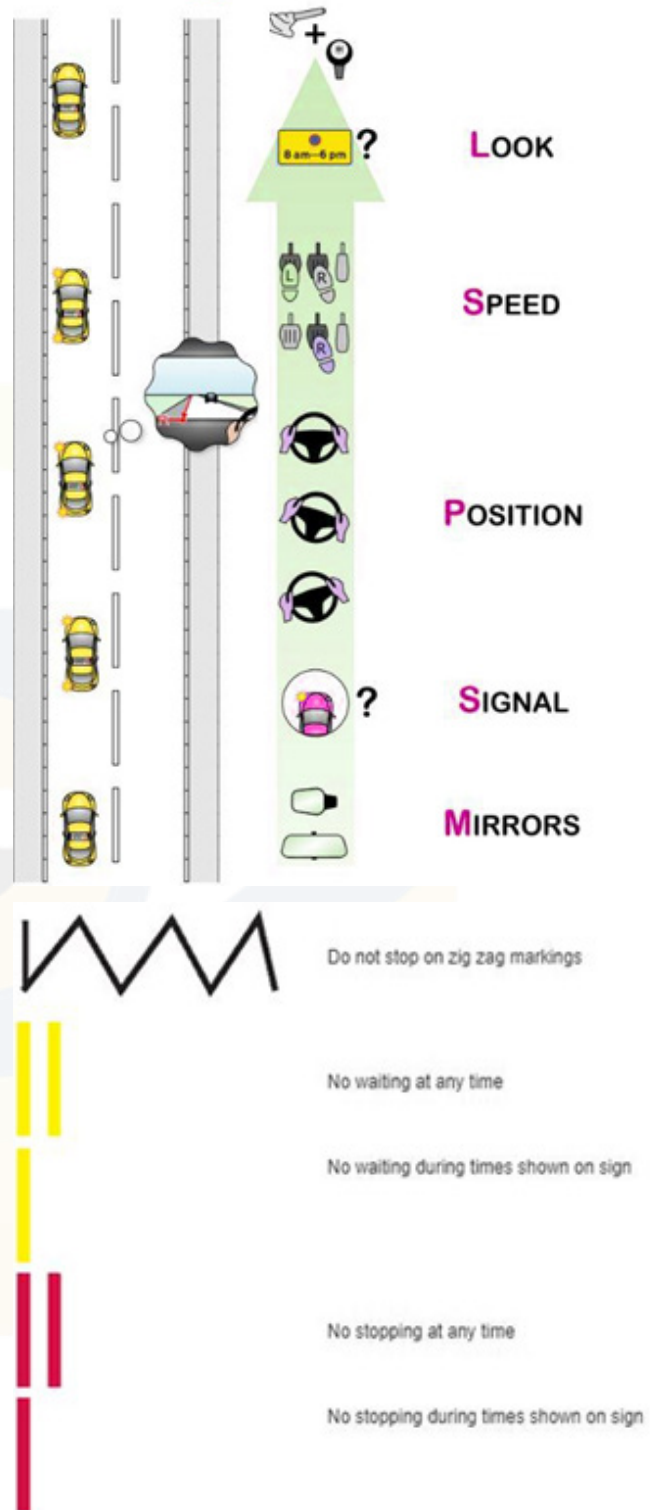
Position

Your instructor may give you a focal point on

Tips:

Avoid pushing the clutch down too early - this is called coasting. When you come off the gas, the car progressively slows down - this is called engine braking. If you come off the gas and immediately press the clutch down, you're disconnecting the engine braking - the car may start to increase in speed, especially on bends or Downhills.

STOPPING



■ APPROACHING JUNCTIONS (TURN LEFT)

Objectives:

This will mainly be when you are leaving a main road to turn into a road on your left. You should follow the MSPSL routine for keeping the car under control and do it with due regard and safety for other road users.

For turning left you will have priority over traffic turning right off the main road as they will be cutting across your path.

MSPSL (Mirror>Signal>Position>Speed>Look)

M: First check the interior then left door mirror for turning Left. Look at the interior mirror for approaching traffic and their speed. Left door mirror for any traffic that may be about to pass on the left as you slow down to take turns, mainly cyclists/motorbikes.

S: Signal in good time but not too early, it may confuse other road users.

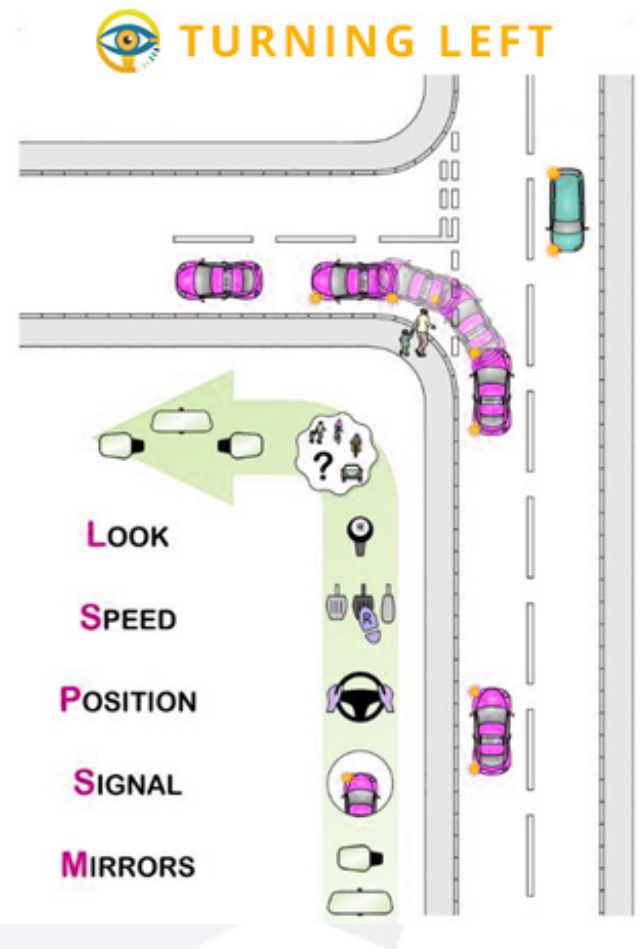
P: No need to change the normal driving position unless there are obstructions, for a sharp turn you would need to move closer to the centre of the road.

S: Slow down to reduce your speed approximately 10-15 mph (2nd gear best). Bring the clutch up to avoid coasting and better control.

L: In good time check into the new road, how clear the junction is. Look for parked cars, pedestrians or cyclists.

Tips:

- Don't turn too early or too late.
- Try to avoid crossing hands.
- Depending on speed try to use the best possible gear before turn.



APPROACHING JUNCTIONS (TURN RIGHT)

Objectives:

Oncoming traffic will have priority so make sure you don't cut across them which may cause others to change speed or direction. You should use the MSPSL routine for turning right as well.

M: Check your interior mirror and your right door mirror before applying your signal. Look for anything behind you that may be overtaking.

S: Signal in good time but not too early, it may confuse other road users. Be careful of signalling before the road you actually want.

P: Position your vehicle over to the centre of the road, it will help other road users about your intention. This will not only confirm your intentions to turn right but also will leave enough room for following traffic to pass on the left.

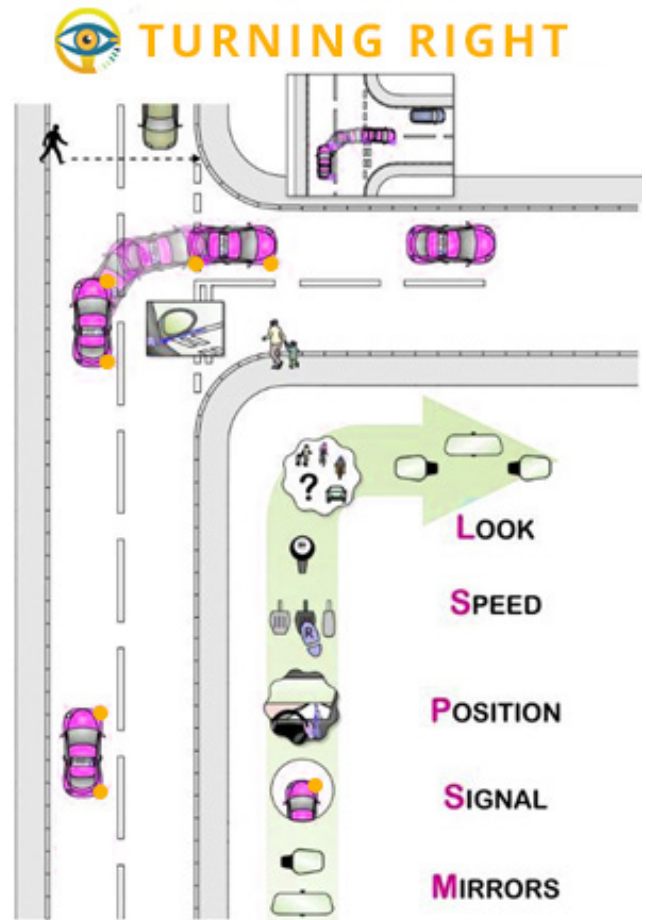
S: Slow down around 10 mph on 2nd gear to take a turn safely or to stop smoothly if necessary.

L: Oncoming traffic has priority over you so look properly and judge their speed. Make sure the road is clear for you to enter, no pedestrian crossing or no parked car blocking the road.

Tips:

- Don't turn too early (avoid cutting corners) or too late (may hit the kerb or mislead others).
- Try to avoid crossing hands.
- Depending on speed try to use the best possible gear before turn.

- Try to do the MSPSL routine in order, this will contribute to a smoother and safer approach.
- Most pupils slow down too late at the beginning and then the turning is rushed. Slow down in good time as it will give you more thinking time.



EMERGING AT T JUNCTIONS(LEFT & RIGHT)

Objectives:

By using the MSPSL routine on the Approach you should be able to identify a junction with a major road ahead. You should be able to emerge right and left from a minor into a major road with full control and safely for other road users. When approaching you should identify the stop/give way line and road sign.

Two types of T-Junctions:

Open

Visibility on the approach is good, so you will be able to make your decision earlier to go or prepare to hold back.

Closed

Known as 'Blind' which means visibility on the approach is poor due to houses/trees etc. blocking your view until you get closer to the give way/stop line. Where there is a Stop sign, you must stop at the line. You will need to approach a lot slower than other Junctions.

M: Check your interior mirror after the left door mirror for turning left to see who is following you and anyone on the left like a cyclist/ pedestrian.

Check your interior mirror fast after the right door mirror for turning right to see who is following you and anyone overtaking from the right side. (motorcyclist)

S: Make sure you signal in good time, so it benefits other road users. Be careful of signalling too early, before the road you actually want.

P: For turning Left keep your position 1 meter from the kerb. For turning right, position beside the white centre lines but not over.

S: Open: Slow down around 10mph (2nd gear better), then bring the clutch back up if you think you are ready to emerge.

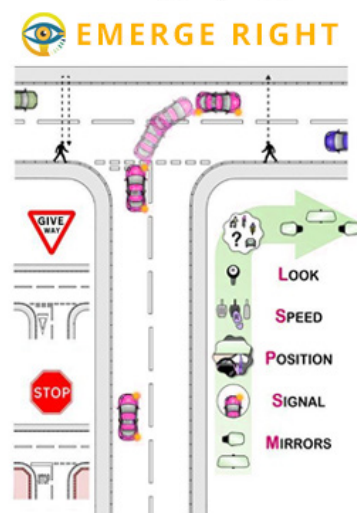
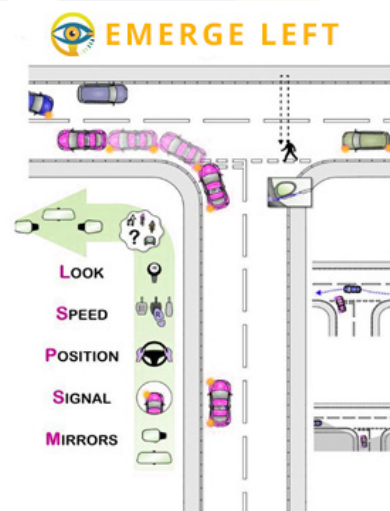
Blind: You will need to slow down around 5 to 10 mph, once you are roughly 2 cars away from the give way/stop line, then push the clutch

down fully then break slowly until you stop and select 1st gear.

L: You have to look right, left, right, before you emerge. More observations if necessary though. Look out for pedestrians who may be wanting to cross or Cyclists/motorcyclists can be hard to spot. Keep re-assessing both ways if busy.

Tips

- Apply the MSPSL routine in good time.
- Try to find out early if it's Open or Closed T-Junction.
- If any doubt try to find what gear you are on by touching.
- If you're approaching a blind Junction, don't force yourself to change gear early, change gear after stopping.
- If necessary to move forward a bit use clutch creep forwards.



CROSSROADS

Objectives:

You should be able to identify controlled and uncontrolled crossroads. Follow MSPSL routine on the approach. You should be able to proceed ahead, to the left and to the right from both major and minor roads, under full control and safety of other road users.

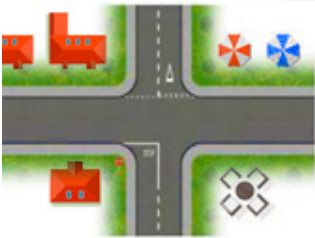
Unmarked crossroad

Nobody has priority so it's dangerous. You must make eye contact with all other road users. If in doubt, hold back.



Controlled crossroad

Controlled by a give way line or a stop line. Slow down enough to check all roads. If in doubt, don't pull out. Be more careful when emerging out of a STOP junction as visibility is very poor.



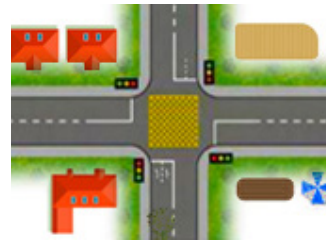
Traffic light controlled crossroad

When approaching, pick the appropriate lane for the direction you want to go early. Scan the junction before crossing if you don't have to stop. If you have to stop at the lights, remember to check your door mirror before moving off for motorcyclists/cyclists.



Yellow Box controlled crossroad

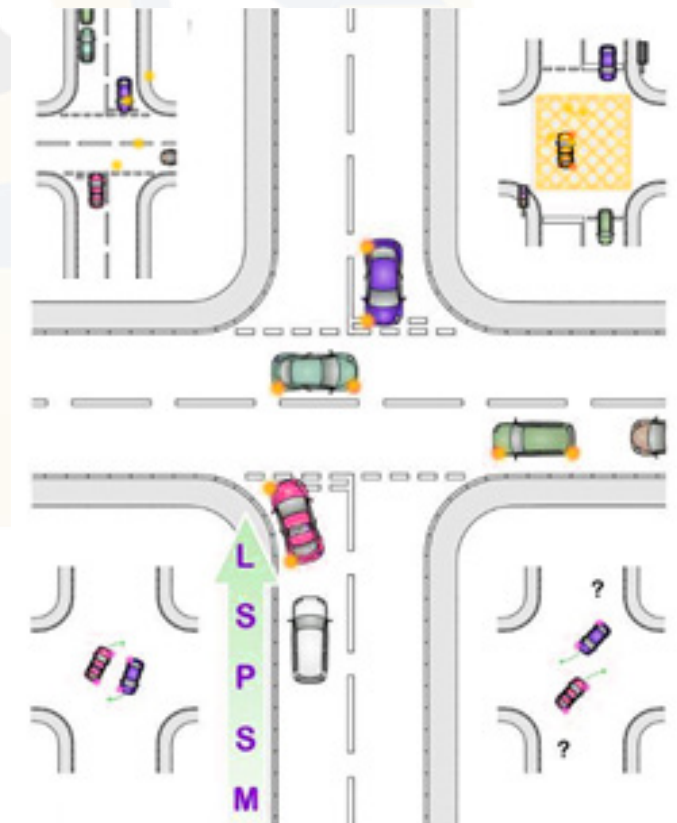
Never enter a box junction unless your exit is clear. Unless you want to turn right but you are prevented from turning right by oncoming traffic.



Observations:

Minimum observations before emerging should be right, ahead, left and ahead, right. If the road is busy keep doing more. Using clutch control creeps more if your view is restricted.

Never enter a box junction unless your exit is clear. Unless you want to turn right but you are prevented from turning right by oncoming traffic.



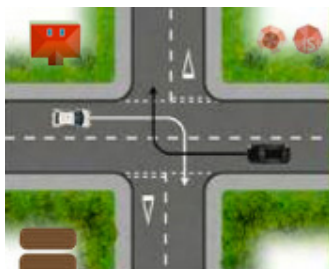
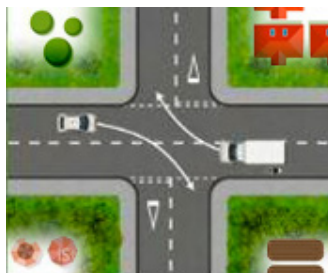
Scan early when you are driving on a major road to make sure no vehicles pull out in front of you. If you have to turn right and another car wants to turn right at the same time, try to follow the offside to offside rule below. If the roads are small/narrow then you may have to do the nearside to nearside rule.

Offside:

Safest way of turning right from a major road to a minor road is going behind each other. Make sure the road is wide enough to do this manoeuvre safely.

Nearside:

Can be dangerous - visibility can often be restricted by parked cars around the junction and you are required to turn earlier- as you can see in the picture.



ROUNDABOUTS

Objectives:

You should be able to identify a roundabout, rules of priority, signalling, positioning correctly and follow the MSPSL routine on the approach.

Benefit of Roundabouts:

On crossroads sometimes people have to wait to turn right due to priority, it may cause a queue or kill other people's time. On roundabouts who approach first they can emerge if it's safe.

Road signs and markings

On the approach to a roundabout, look at the road sign and road marking early, it will help you to pick the correct lane. It can be very difficult trying to change lanes at short notice.

Mirrors and Signal

By now hopefully you know how and when you should check mirrors and signals.

Position and Lane Discipline

Pick the lane that you want as early as possible. But generally turning left keeps the left lane, turning right keeps the right lane, for going ahead keep the left lane unless left lane only for left turn. By mistake if you are on the wrong lane, keep carry on the lane if the RA is busy but if the RA is quiet and you can fix the lane safely by checking the mirror and signal you can do that.

Speed

When you approach an open and big roundabout, drop your speed 20-25 mph (3rd gear), if the RA is clear don't go faster as it may affect your position and control.

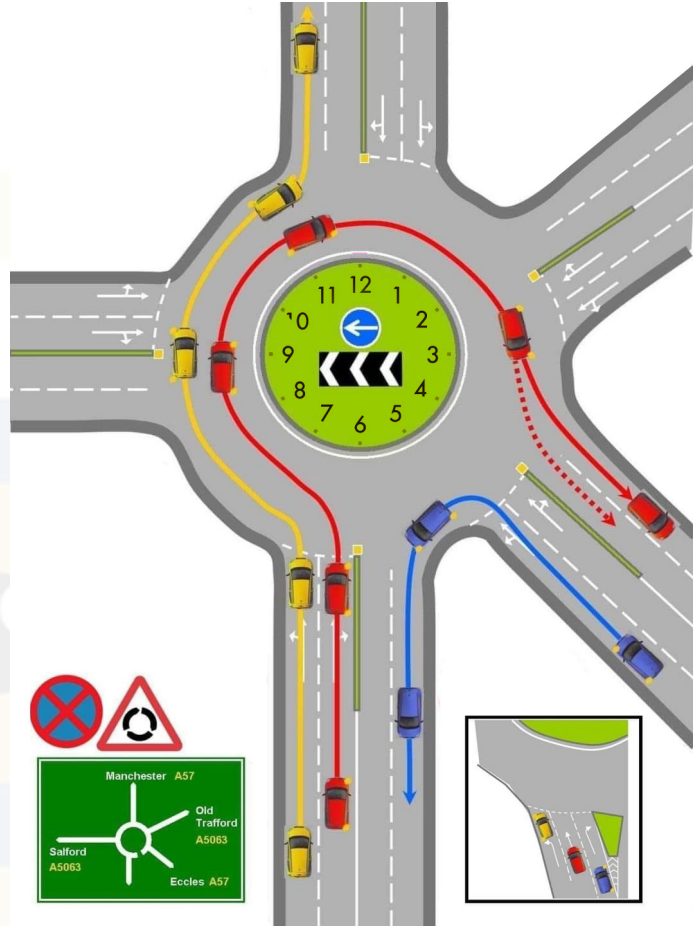
If the RA looks busy, wait until the last minute, if your speed is 10-15 mph keep 2nd gear; if your speed is 5 mph or you've stopped, select 1st gear 1st.

Look

In the UK, RA works clockwise, so anyone coming from the right gets priority, sometimes vehicles on the roundabout may not be signalling so wait until they pass you. In addition, after joining RA, look ahead in case any vehicle suddenly brakes.

Exiting a roundabout

It is important to let other road users, who are on and approaching the roundabout, know when you are coming off so try to give a signal at the right time. Look at the picture.

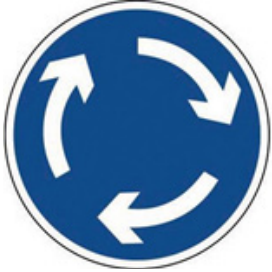


MINI ROUNDABOUT

Objectives:

You should be able to identify a mini roundabout, rules of priority, signalling, positioning correctly and follow the MSPSL routine on the approach.

Road signs and markings



Same routine as a standard roundabout.

Mirrors and signal

Same routine as a normal roundabout. Only difference is, not necessary to give any signal when you go ahead,

Position

Sometimes mini roundabouts are hard to identify early. As soon as you identify the position yourself, rules are the same as standard RA. Try not to go over the RA if there is enough space on RA.

Speed

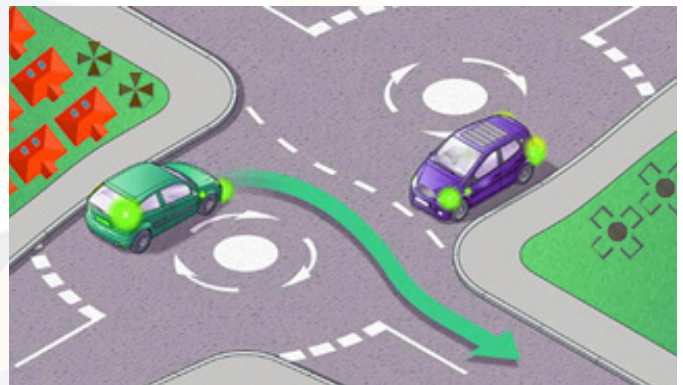
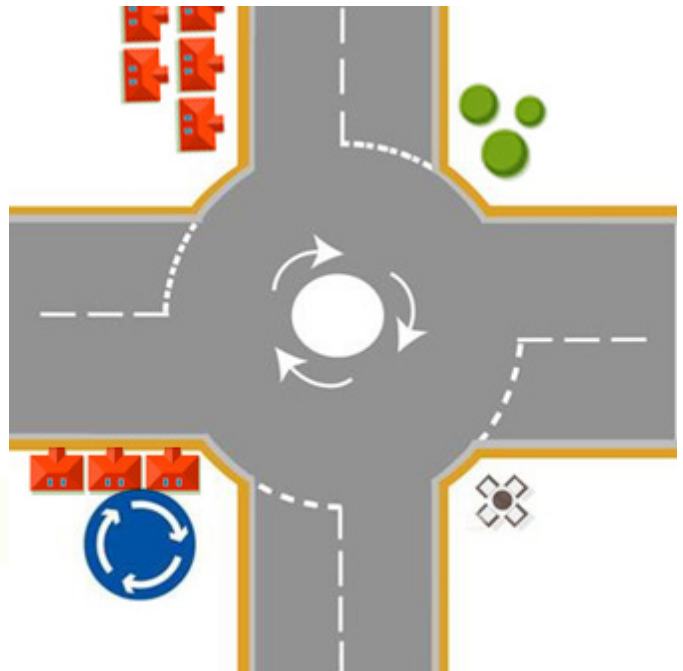
If you turn right or left, the ideal speed is 10-15 mph on 2nd gear to get better control and safety. Scanning early will help you to keep appropriate gear, speed.

Looking

Vehicle coming from the right will get priority, but if you find a blocker which will give you an opportunity to move then you can move.

Double Mini Roundabouts

Apply the MSPSL Routine on the approach. Try to avoid double roundabouts until you can confidently undertake single mini roundabouts.



MEETING / CLEARANCE / ANTICIPATION

Objectives:

You should be able to identify the priority of other vehicles, judging other speeds, and identify hazards on the road. When to apply MSPSL routine. You should also understand the importance of anticipating other road users and be able to act accordingly.

Meeting traffic

When the road narrows or gets narrow due to other traffic it means only one vehicle can fit at a time. Use the MSPSL routine on the approach to a meeting situation

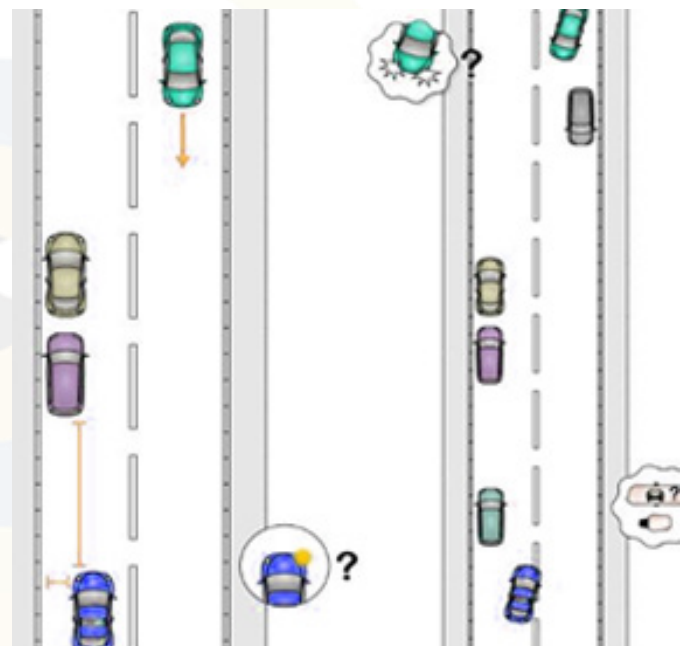
M: As soon as you identify any hazard ahead of you check the interior mirror to see who is behind you, their speed, how close they are, their intention to overtake so you can react accordingly. Before moving check the interior and right door.

S: A signal is not necessary, but slow down early and gently, so people behind you get time to react.

P: Positioning to give way is very important. Be positioned yourself half in half out so you can see who is coming and are not blocking others. Also road users from behind know that you are waiting not parked. Make sure to keep enough space from the parked vehicle so you can easily move from there.

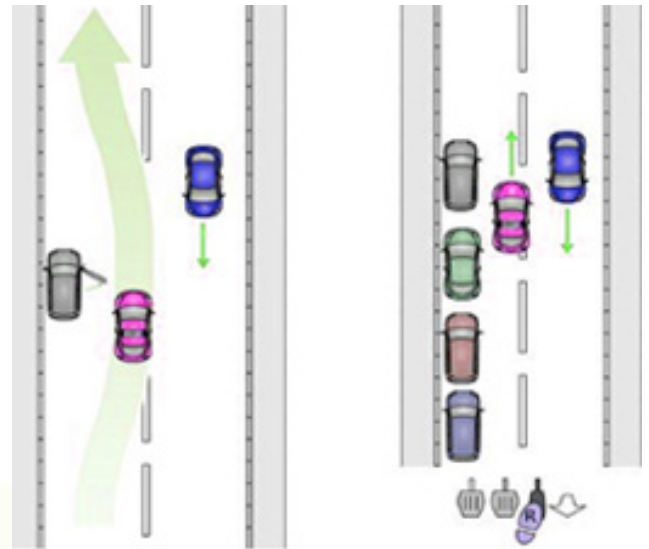
S: Make sure you hold back 1-2 car lengths from the parked car. If you identify the meeting point early and plan to slow down gently you can avoid to full stop.

L: Always look ahead of the road as far as you can see, identify the hazard, scan oncoming vehicles, judge their speed, make a decision if you can go through without making them slow down, if so then go, otherwise slow down enough - if possible try not to stop. If you have to stop, check both mirrors and look over your right shoulder to cover the blind spot area unless any vehicle from behind tries to overtake. Check mirrors and give the right signal to help them about your intention, if they still want to overtake, let them go.



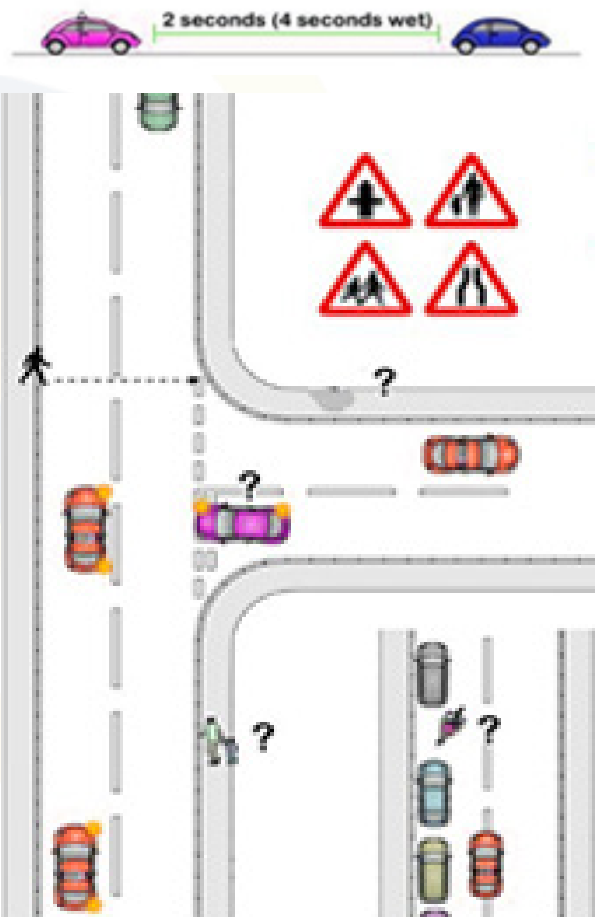
Clearance

- Always keep 1 meter distance between you and parked cars when driving.
- When passing cyclists, try to leave a 2 meters gap. If you can't give the cyclist at least 1 meter width, it's probably too risky to overtake. They can occasionally wobble or be blown in the wind.
- In a narrow road if you can't leave at least a 1 meter gap then drive slowly at a safer speed.
- When following a car in slow moving traffic, make sure you can see other car tyres, if its HGV, bus, or large vehicle keep at least 1 to 2 car distance.



Anticipation

- Plan ahead alternatives. Always assume the worst and drive accordingly. Like when you are about to pass any vehicle, what if they open the door? Have you left enough space?
- When passing parked cars- look over the car for heads, under for feet and through to see if someone is in the car. If so, could the car pull out
- on you as you approach?
- When passing buses, expect pedestrians to walk out.
- If a ball rolls out into the road, get ready for a child that's running out to fetch their ball.
- Anticipation is a never ending subject. If you ever miss something and you're fortunate to not have had an accident, then it's important you learn your lesson and remember for next time.



PEDESTRIAN CROSSINGS

Objectives:

You should be able to identify pedestrian crossings (controlled and uncontrolled), how and when to use MSPSL routine. You should know the rules of priority at pedestrian crossings, road markings, road signs and signals, and give way to pedestrians when necessary.

MSPSL on the approach

When you see a pedestrian crossing, your first reaction should be to check your interior mirror, to see who is following you, their speed. If necessary, slow down early and gently. If there is a parked car, keep a safe distance in case they open the door.

Speed:

If there is a zebra crossing where pedestrians are approaching or a controlled crossing where the light just turns red when you are approaching, don't brake hard, it may scare the pedestrians around the crossing. So plan ahead and break smoothly.

Look:

Look out for pedestrians that have pressed the pelican button on the yellow box - a white wait light should appear. That's a clue the lights may change. Scan the crossing early to see hazards developing early and to avoid braking hard on the approach. Also make sure you stop just before the stop/give way line. Stopping over is an offence and can be deemed as a serious fault on the driving test.

Know your lights

Red = Stop

Amber(steady) = STOP, if you can do so safely

Red/Amber = Get ready to go

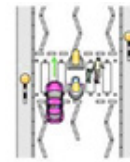
Flashing Amber = Go if the crossing is clear

Green = Go, if safe to do so.

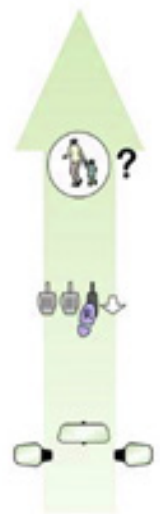
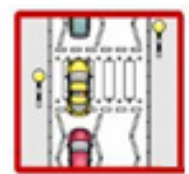
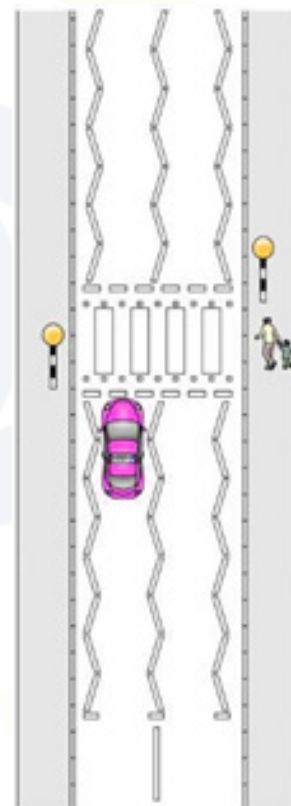
Know your crossings

Zebra:

Pedestrians on the crossing have priority. Black and white lines printed on the road and flashing yellow beacons on both sides of the road. You must stop for any pedestrians who step out to cross or are waiting at the crossing or are so close that they could reach the crossing before you. Therefore, you should approach slowly enough to stop smoothly.



Pegasus



Pelican:

The main type of signal controlled crossing is the Pelican Crossing. When pedestrians press the button, the lights will change in a set cycle. Stop lines printed on the road indicate where to stop. Avoid stopping over them or on the crossing. These also have a yellow box that the pedestrian presses, so look out on the approach for a white wait light.

Puffin:

Same layout as a pelican, except Puffin Crossings have electronic devices (sensors) which automatically detect pedestrians who are on the crossing - these reduce delays in traffic flow as it means if someone presses the button and walks off, the lights won't change and hold up the traffic unnecessarily.

Toucan:

Same as a pelican, the only difference is Toucan Crossings are shared by pedestrians and cyclists. There is often an advanced stop line to allow cyclists to position ahead of traffic. You should usually see a blue cycle route sign near the crossing to help determine it's a toucan on your approach.

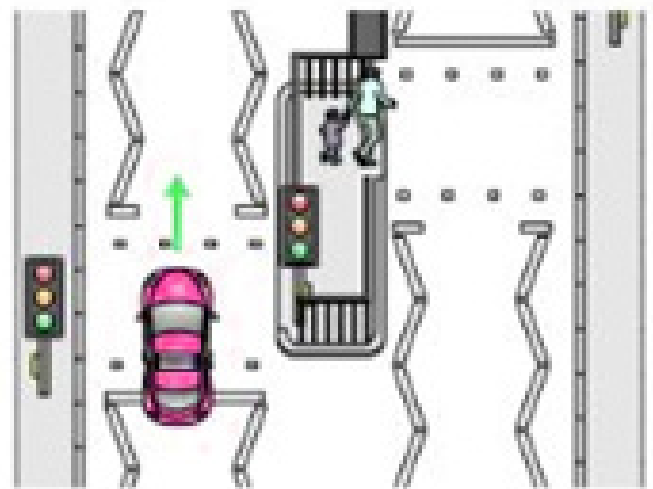
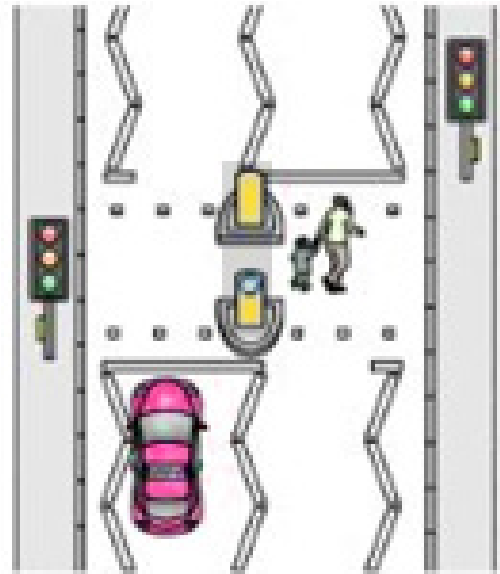
Equestrian:

These types of crossings are for horse riders to cross. Signal controlled crossings which have no flashing amber phase will have the same cycle and rules that apply at traffic lights.

Tips:

- Do not park on zig zag lines
- Stop before the crossing but not on it.
- Do not block crossings in a traffic queue
- Check mirrors on approach and as you draw near
- In poor weather conditions, allow more time to stop
- Keep speed down until you see both sides are clear
- Do not overtake in the areas marked with zig zag lines
- At night be extra careful as pedestrians are hard to spot

- Check to the sides, for pedestrians at the crossings or approaching
- Do not harass pedestrians by revving your engine or edging forward
- Do not wave pedestrians to cross as other traffic may not stop for them



OVERTAKING

Objectives:

Understand safe time and place for overtake,
danger of overtaking at the wrong time and place.
Use the MSPSL routine when necessary.

When?

If you are approaching a vehicle in front of you very quickly without exceeding the speed limit then you may consider overtaking. Try not getting too close to the vehicle in front of you cause your view will decrease and if they suddenly brake, you may not be able to stop. For large vehicles keep enough distance so the driver can see your wing mirror.

The routine

Rules vary depending on the road like on single carriageways, multi-carriageways or motorways.

Single roads: Before overtaking, make sure you can see the road ahead, no bend or oncoming vehicle, start MSPSL routine as soon as you plan to overtake. After overtake, use MSPSL routine before getting back to the lane again, make sure you don't make other vehicles slow down for you.

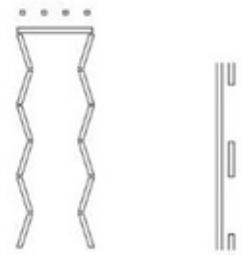
Dual carriageways or motorways: Use MSPSL routine same as single carriageway, only difference is make sure the right lane is clear or enough space without making other vehicles slow down when overtaking.

Tips

- Ask yourself, is it necessary to overtake. Is it safe or legal?
- Don't overtake if the vehicle signals to turn off the road.
- Overtaking passing side roads is also unsafe.
- Look out for signs and road markings. For example, a "no overtaking" sign.

Before Overtaking (MSPSL)

M: Check your interior mirror and right door mirror in good time. If it's clear and safe behind you, consider moving to the right lane. If someone is planning to overtake before you, then consider holding back.



OVERTAKING



S: Give the right signal to let people know your intention.

P: Identify any potential hazards approaching before moving out completely, Try to position your vehicle so you are half in, half out behind the vehicle keeping a good distance back. Remember the closer you get to the vehicle, the more you will have to move to the right to increase your view.

S: Keep safe speed but not exceed the limit, consider using lower gear if you need more power. Make sure not get too close to the car ahead of you.

L: Look ahead and at the vehicle in front of you. Is it safe?

When you Overtaking:

Re-check your mirrors. Has anything changed? Overtake quickly, don't break the speed limit. Look ahead at the road, rather than the vehicle you are passing. Assess any oncoming cars and complete the overtake if it's safe. Try not to cut back in too early.

Coming back in after overtake (Apply the MSPSL routine)

M: Check the interior and left door mirror in good time. You should be able to see the vehicle you have overtaken in your interior mirror. If you can't, then avoid moving over to the left side of the road until you can see it in your interior mirror.

S: After mirror check once it's safe, give the left signal to let people know your intention.

P: Adjust your position to come back across. Try not to cut back in too early.

S: Keep your speed up, don't slow down.

L: look ahead for hazards etc.

DUAL CARRIAGEWAYS

Objectives:

By using MSPSL routine safely you will be able to join and exit from the dual carriageway. Understand the importance of lane discipline, clearance, driving at the correct speed and safely overtaking.

Joining a dual carriageway or motorway

There are 3 ways of joining a dual carriageway/motorways:

- Joining via a slip road
- Your road may simply turn into a dual carriageway ahead
- You may need to emerge directly onto a dual carriageway

When you see the dual carriageway sign on an acceleration lane (slip road) be aware of a likely change in speed limit (usually faster) so you fit in smoothly with the traffic already on the road. Remember, it's their priority so don't force them to slow down or change direction for you. Use the MSPSL well before changing the speed limit. After checking the interior and door mirror give a signal. If someone tries to overtake, then give a signal after. You should look over your shoulder (blind spot check) before joining the dual carriageway. If necessary use your lower gears to build up speed quickly. If nobody is there, then join the dual carriageway gradually. If a vehicle is beside you, consider coming off the gas and joining behind them. If it's a slow moving lorry, then if it's possible consider increasing your speed and going in front of them.

After Joining a dual carriageway

- Check mirrors
- Cancel signal
- Keep in the left lane
- Make good progress

Leaving a dual carriageway or motorway

Firstly, make a plan where you want to take the exit then look out for road signs and road markings in good time, so you don't miss your exit. Normally you see the road sign 1 or 0.5 miles away, so you can keep the left lane to prepare for leaving and try to avoid overtaking before leaving the dual carriageway or motorway. Start applying MSPSL routine from the 300-yard marker

Mirrors: From the 300-yard marker

Signal: Just after check mirrors from the 300-yard marker

Position: Keep in the left hand lane

Speed: Don't slow down on dual carriageway, but on slip roads slow down gradually depending on RA or traffic light.

Look: Look ahead onto the slip road for hazards/junctions and act accordingly.

Once you have left the dual carriageway, recheck your mirror/s and cancel your signal.

Overtaking on the dual carriageway or motorway

Always keep to the left hand lane, unless you are overtaking. If you decide to overtake, make sure you come back over to the left hand lane when possible. When you are preparing to overtake, use the MSPSL routine. Use the MSPSL routine before back to the left lane again.

2 Second rule

keep 2 second apart. Pick a road sign, once the car in front passes that sign, if you have time to say "Only a fool would break the two second rule" before you pass the same sign then you will be at a safe distance. You will need to increase this in poor weather.

Lane discipline

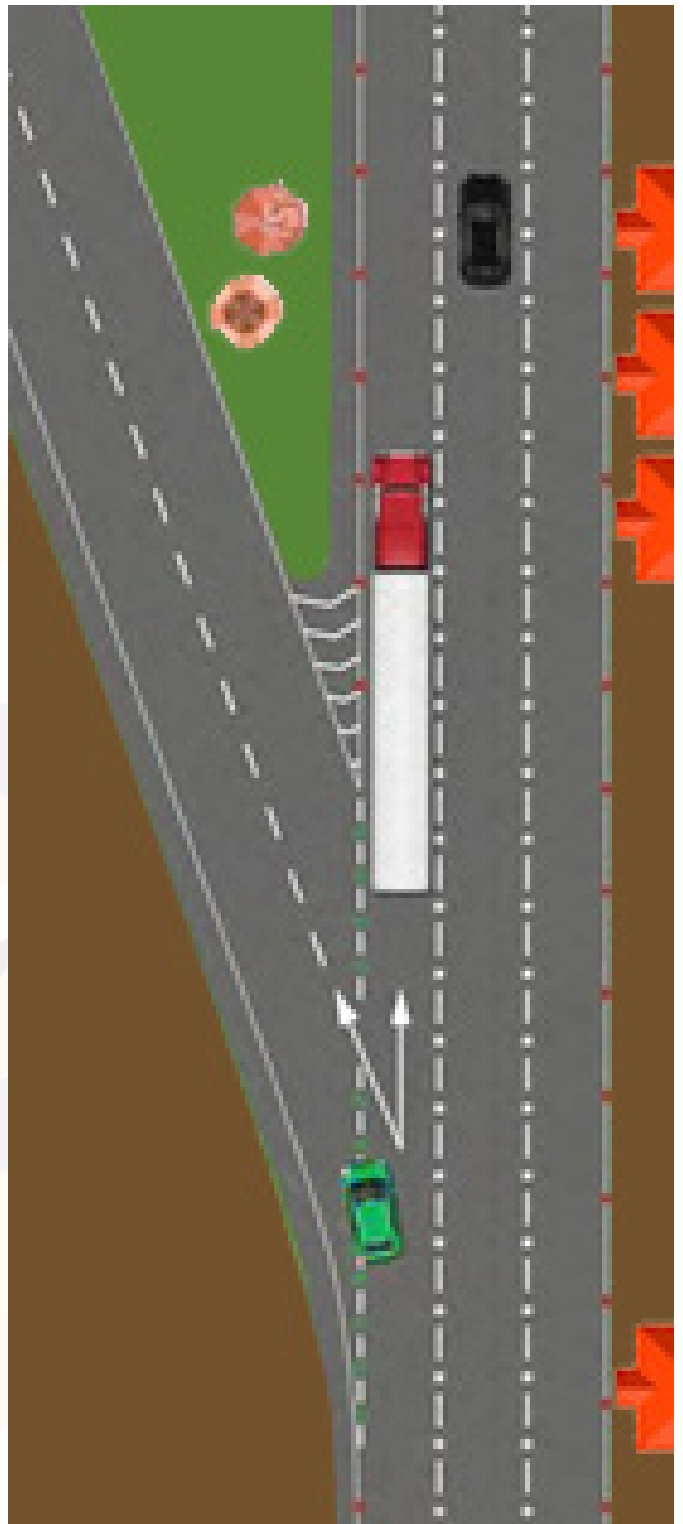
Always keep the left lane unless overtaking. Due to high speed it is very important to stay in your lane at all times, Be aware of other road users, if they get tired, they may switch off and their vehicle position may drift. Look out for this at all times. When you are passing high vehicles such as lorries, try to overtake swiftly so you are not in their blind spot for too long. In high winds, the lorries may drift slightly which is another reason why you don't want to be stuck in their blind spots for too long.

Hard Shoulder

The Hard Shoulder is for emergencies only, unless road signs state you can use it. In the event you have an accident or your car breaks down, try to position your vehicle on the harder shoulder as far to the left as possible.

Dealing with traffic joining the dual carriageway

When you approach slip roads you must look out for traffic that wants to join the carriageway so that you can help them join. You will have 3 options to help traffic join, Moving out of the left lane, Speeding up or Slowing down. Depending on the situation, you decide which one is best for you. If you have to change lanes, make sure to check the mirror then signal and if it's safe then move.



FORWARD BAY PARK

Objectives:

Understanding how to park forwards into a bay safely and under full control and safely reverse back out of the bay facing drive away.

What Does the Examiner Expect on the Driving test

You could be asked to perform this maneuver in the test center car park or any other car park where you will have various options to choose an appropriate bay. Examiner will not specify or choose the bay for you. You will need to position your car between the two lines fully in the bay and to then reverse back out of the bay safely. If at any time during the manoeuvre vehicles, pedestrians or cyclists approach, allow them to pass but don't wave them.

There are no specific rules to do this manoeuvre but the examiner will be looking for 3 key points.

Accuracy: Successfully park in a bay within the lines and and to reverse out

Control: Throughout maneuver keep the car speed with good clutch control and effective steering.

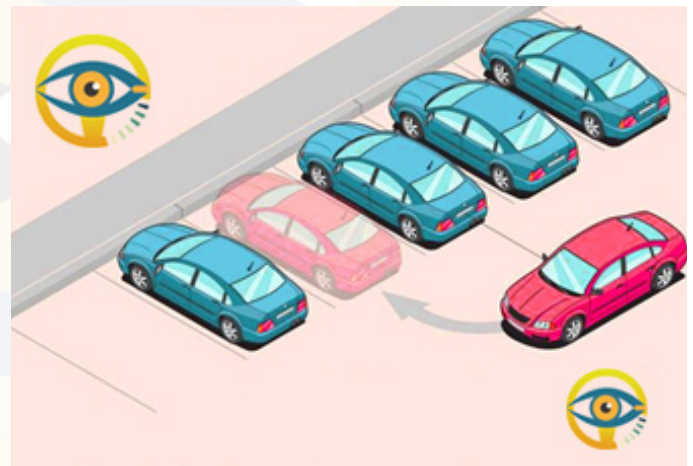
Observation: Effective all-round observation throughout the manoeuvre.

Carrying out the manoeuvre (either right or left)

Check the interior mirror and door mirrors so you know what's behind you. If someone is behind you then consider putting a signal, other road users behind or in front of you understand that you are about to change direction. If you want to park on the right side, if you have space on the left keep more to the left side. The more space away from the target parking bay will make it easier for you to do maneuver on the first attempt. Same will be applicable if you want to park on the left side. Throughout the manoeuvre, keep the car very slow like walking speed. This will allow you to remain accurate, and give you opportunity to observe and react with potential hazards around you.

There are lots of ways you can do this maneuver but the most common focal point is using your door mirror. Get ready to turn right when your door mirror is just in line with the first white line of the bay you want to drive into. Steer full lock to the right if you want to park right (left if you want to park left). Let the car move forward with the clutch very slowly, when your face forward parallel with the bay you need to straighten up the wheels completely once the car is in the bay fully and just before you come to a stop.

If you miss your reference point to turn or you think you are cutting another bay which could lead to hitting a parked car, then stop. You can reverse back to adjust your position and move forwards into your target bay. You can take 3-4 attempts to fix your fault, if you take more than 3-4 attempts your examiner may give you a serious fault for that.



REVERSING OUT OF THE BAY

First you decide which direction you want to face. Some car parks are one way systems you can find by looking at the road marking sign, it's important you reverse in a direction that allows you to drive off with the flow of traffic.

When reversing, your view of the road can be significantly restricted, particularly if there are vehicles parked either side of you. So reverse very slowly and continuously look into your mirrors and over the shoulders around the vehicle. If possible, look through the windows of parked vehicles to aid observation. If you see any pedestrians, cyclists or other vehicles approach your vehicle then stop. Wait until they are clear and have moved out of your way before continuing. Another driver may stop to allow you to continue, in this instance carry on, but first check all round to ensure it is safe to do so. You can start to turn the steering wheel left or right once you are almost outside of the bay or you are sure the front of the car will not hit a parked car next to you. When you reverse check 6 Points and give priority to pedestrians, cyclists, other road users, it's their priority.



REVERSE BAY PARK

Objectives:

You should be able to identify a safe and legal place to carry out the bay park. You should be able to reverse into a parking bay from the right or the left under full control with safety of other road users and end up between the two lines and fully in the bay.

What Does the Examiner Expect on the Driving test

You will normally be asked to perform this maneuver in the test center car park at the beginning of the test or on the way back into the test centre after your drive. You will need to position your car between the two lines and fully in the bay. If at any time during the manoeuvre vehicles, pedestrians or cyclists approach, allow them to pass but don't wave them.

There are no specific rules to do this manoeuvre but the examiner will be looking for 3 key points:

- **Observation:** Constantly effective all-round observation throughout the manoeuvre.
- **Accuracy:** Successfully park in a bay within the lines and not too close to a car on either side.
- **Control:** Throughout maneuver keep the car speed with good clutch control and effective steering.

Make sure it's safe and legal

Always look for a few empty car spaces which will help you to not think of other people opening their car door and hitting yours. Avoid tight gaps as well as disabled bays or permit restriction areas.

Carrying out the manoeuvre

When you pull out from your bay or end of the test try to identify a potential parking space, pick the reference point at the beginning (it may vary depending on car size) and make sure to leave as much space as you can between your car and the parking bays.

Prepare:

Select reverse gear and find the biting point. so vehicles around you can grasp an idea of what you are about to do.

Observe:

Check 6 Point (360 observation) specially over the both shoulders to ensure it is clear before moving, mainly looking out for pedestrians and oncoming traffic. Remember, it's not your priority so you will need to stop if they are close by and let them pass before you move again. Check 6 Points at least 2 more times during the maneuver.

Move:

Control your car with the clutch, move your car very slowly when doing this manoeuvre. Once you reach your point of turn, apply full lock to your right or left (right turn for right reverse bay park, left turn for left reverse bay park), keep constant 360 observation, mainly over your both shoulders. Keep looking in your door mirror when you can see the white line on both door mirrors and your car should be parallel to lines. Look back over your shoulder out of the rear window as you reverse. The gap between you and the white lines should be even. Avoid cutting across the lines to get into your bay.

Tips

- Don't wave other cars or pedestrians to cross the road; it could mislead them.
- Don't rush, take reasonable time, if it helps stop a few times look at 6 Point.
- If you think you are going to cut across another bay, then stop, move forwards quite a lot, check 6 Points, and start reversing again.



PULL UP ON THE RIGHT

Objectives:

By using MSPSL routine you should be able to pull up on the right side of the road safely. After reverse back 2 car lengths and then re-join the road safely without making any obstruction for other road users.

What Does the Examiner Expect on the Driving test

The examiner will ask you to pull up on the right when it's safe to do so. Examiners will choose the location that is suitable for the manoeuvre where it's not going to be too busy or doesn't have parking restrictions or double yellow lines.

The examiner is looking for a demonstration of three key skills. These are:

Accuracy: Throughout the manoeuvre keep good road positioning

Control: Under full control keep the car move slowly,

Observation: Effective all-round observation throughout the manoeuvre. Be aware of other road users, pedestrians and the ability to act accordingly given changing circumstances

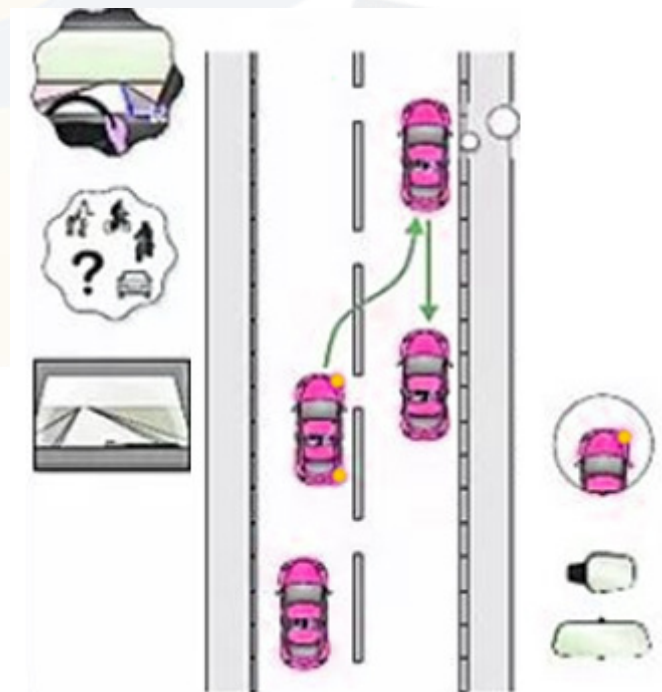
Pulling up on the right in a suitable position

When the examiner has given instruction, the first thing you should do is look for a safe place ahead to stop on the right-hand side of the road. Avoid the bus stop area, zigzag line, bends because it would not be safe or legal. It's not mandatory to stop behind another car, if you then reverse, it will obscure your view of the road ahead. Once you have located an ideal place to pull over on the right, use the MSM routine. Look into your interior mirror, then your right door mirror, followed by a quick glance into the right blind spot. Then if all is clear, signal to the right. If there is an oncoming vehicle be prepared to stop and give way to oncoming vehicles. If you need to stop then take another glance into your mirrors and blind spot before proceeding. Moving across on a 30-45 degree angle will help you stop parallel with the kerb and with straight wheels. Moving

across the road at a steep angle increases the potential of hitting the kerb.

Reversing 2 car and moving away

The examiner will now ask you to reverse around 2 car lengths. Use the MSPSL routine before reversing. Before you start reversing, look all around you to make sure it's safe to do so. Drive very slowly like walking speed and try to stay close to the kerb. Even if the road is really quiet all round, observations are really important. If there are vehicles passing on the same side of the road as you, stop and wait for them to pass. If there are passing vehicles passing on the opposite side of the road, you should be safe to continue. When you are around 2 car lengths back, stop. Sometimes the examiner asks you to stop. Then secure the car (select neutral gear + handbrake) Before moving away safely look at 6 Point (360 observation) if all clear, signal to the left and move off. Remember, you should never force other vehicles to slow down or change direction.



PARALLEL PARK

Objectives:

You should be able to identify a safe and legal place to carry out the parallel park under control with the safety of other road users.

What Examiner want on the driving test?

You will be asked to pull up and stop next to the kerb a short distance behind a parked vehicle that you will use for parallel parking exercise. You have to reverse behind the target vehicle and do this manoeuvre between 1 ½ to 2 parked cars and ending up as close as possible to the curb with wheels straight.

Make sure it's safe and legal

Be careful to avoid blocking driveways, not parking too close to a junction or on double yellow lines. You should also be able to park close to and parallel with the curb by reversing into a space of between 1 ½ to 2 car length.

Start position

Move off from behind the target vehicle and stop parallel to the parked car around 1 meter or an open car door away from the parked car and your door mirror will be halfway of that vehicle. When stopping, follow the MSPSL routine and give the left signal if anyone will benefit. When you stop, apply your handbrake and keep your brake lights showing until selecting reverse gear to confirm your intentions.

Starting the manoeuvre

There are many ways you can do this maneuver. Your instructor may use a different way to suit his vehicle. Here we use 1 steer left, full steer right, 2 steer left method.

Apply the MSPSL routine at each point. If there is any space for other road users to overtake and if anyone overtaking at that point let them overtake and continue when safe. Use the clutch pedal to control your speed and take into account any slopes including the camber of the road which may affect your speed. Check 6 Points to make sure it is clear to start manoeuvre. Steer 1 left as you start to reverse.

Cyclists and pedestrians would have priority, check driveways and other parked cars to see if anyone is about to pull out. Look over your left and right shoulder as you reverse. When your left side rear bumper is around 1 ½ meter from the curb then steer full lock to the right as you move and when your car straight then steer 2 turn left and make sure you can see the tarmac in between your car and the car in front. Every time before steering you have to check 6 points specially over the both shoulders. If you struggle then take your time and look all around. Also make sure you park reasonably close to the curb but not over or touch the curb.

Observations

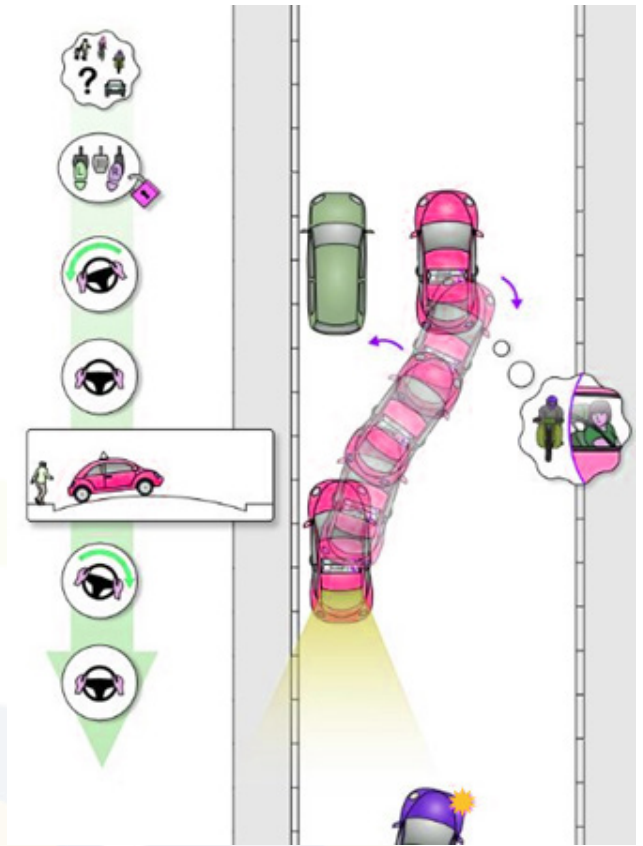
Check 6 Point (360 observation) before starting the maneuver, In between check again 6 Point specially over the both shoulders at least twice more if necessary.

Priorities

Remember you do not have priority, so if a vehicle is approaching you may need to acknowledge it's their priority by stopping, so they then feel it's safe to pass you. Always stop for pedestrians walking near or around your car, only proceed when they have cleared the area.

Tips

- Don't wave to anyone to cross the road; it could mislead them.
- Don't rush, take reasonable time, if it helps stop a few times look at 6 Point.
- Don't go up the kerb, if you think you're going to touch the kerb, stop and move forwards to give you space to reverse backwards again and correct your position.
- Always look all around you before you move forwards and try to avoid going all the way back to the start position. It is OK to take a shunt on your driving test.



EMERGENCY STOP

Objectives:

In an emergency, you should be able to react quickly and safely stop the car. Due to emergency, mirror check is not necessary because it will delay your reaction. If you check the mirror regularly then you have an idea of following traffic.

What You Should do

- Quick reaction is needed.
- Don't check the mirror before emergency stop, this increases your thinking time, which increases your overall braking distance.
- Brake firmly and progressively, harder than normal but
- do not 'slam' the brake pedal.
- To avoid stalling, press the clutch down just before stopping. Don't put too early which is coasting and will increase your overall stopping distance.
- Keep both hands on the wheel - gives you good control of the car and helps you to avoid drifting.
- When stopped, apply handbrake.

How to avoid Skid control

If the back end of your car goes to the left then you steer into it. Don't oversteer as you could cause the skid to go the other direction. For older vehicles make sure you don't brake too firmly as it may lock the wheels. You should release the pressure on the brake pedal and then re-apply. Repeat this so you are pumping the brake repeatedly and quickly.

ABS- Anti Locking Braking System

Most modern cars have ABS brakes - these have a sensor control which releases the brake and immediately applies it again, therefore preventing the wheels from locking and help you not skidding

Stopping Distances

Spd metres car lengths in rain in ice/snow

30mph - 23m/ 6 cars x2 up to (rain) x10(snow)

40mph - 36m/ 10 cars x2 up to(rain) x10(snow)

50mph - 53m/ 14 cars x2 up to(rain) x10(snow)

60mph - 73m/ 20 cars x2 up to(rain) x10(snow)

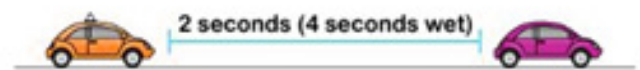
70mph - 96m/ 26 cars x2 up to(rain) x10(snow)

If you hit a person at 40mph there is an 80% chance you will kill him..

If you hit a person at 30mph there is an 80% chance he will survive.

If you hit at 20mph there is a likelihood of less serious injuries.

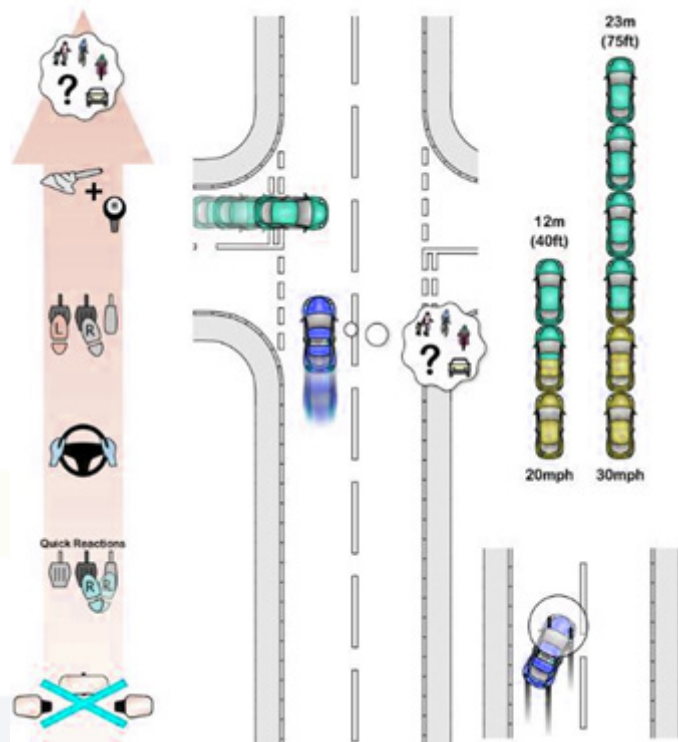
So your speed as even a few mph can make a difference



When you follow a vehicle keep 2 seconds apart. Pick a road sign, once the car in front passes that sign, if you have time to say "Only a fool would break the two second rule" before you pass the same sign then you will be at a safe distance. You will need to increase this in poor weather.

Scan for hazardous or poor road conditions. Adjust your speed to suit the road conditions - you may need to pump the brakes on a poor surface.

Be careful to keep good control over your vehicle, not to drive too fast around the bend. The sharper the bend is, the slower you should approach making sure you select the appropriate gear for the speed.



The distances shown are a general guide. The distance we depend on your attention (staring distances), the road surface, the weather conditions and the condition of your vehicle at the time.

Speed	Thinking Distance	Braking Distance	Total Stopping Distance
20 mph (32 km/h)	6 m	6 m	12 metres (40 feet) or twice car length
30 mph (48 km/h)	9 m	14 m	23 metres (75 feet) or two car lengths
40 mph (64 km/h)	12 m	24 m	36 metres (118 feet) or three car lengths
50 mph (80 km/h)	15 m	38 m	53 metres (175 feet) or three car lengths
60 mph (96 km/h)	18 m	55 m	73 metres (240 feet) or five car lengths
70 mph (112 km/h)	21 m	75 m	96 metres (315 feet) or five car lengths



ECO SAFE DRIVING

Eco-safe driving is a style of driving that will help to reduce damage to our planet and the air we breath whilst improving road safety. Transport currently accounts for 20% of all air pollution emissions in the world. Eco-safe driving is not about driving at lower speeds, it's more about your driving style like unnecessary acceleration or braking, inefficient use of the gears and speeding. The skills required for hazard perception, defensive driving and progressive driving play a big part in Eco-safe driving as they will help you to avoid inefficient use of the accelerator, brake and gears through better awareness, anticipation and planning. You could save upto 33% fuel by adopting those skills.

What the examiner is looking for

Control: Harsh braking or rapid acceleration instead gently depressing the accelerator. Drive safely with the highest possible gear. Avoid unnecessary gear changing.

Planning: Minimisation of unnecessary stopping or braking. Look ahead and plan accordingly.

Driving faults recorded

The examiner will record any of the faults below but they will not take into account when deciding whether or not you should pass.

Control

- Remain in lower gear unnecessarily.
- Change down into lower gear unnecessarily.
- Rev-up the engine whilst waiting to move off.
- Peak the revs in each gear to obtain maximum acceleration.
- Use excessive acceleration to move off at speed as if competing in a race.

Planning

- Miss good opportunities to use selective gear changing.
- Tailgate vehicles resulting in continual harsh braking and acceleration.
- Wait until the last minute to react to hazards including junctions ahead by braking harshly.
- Miss good opportunities to use slight speed adjustments to maintain progress rather than having to stop.
- Rush to overtake at each and every opportunity even on congested roads where little benefit will be gained.

How you should drive.

- Don't labour the engine but try to use the most efficient gear.
- Drive smoothly, accelerate gently and look ahead to avoid breaking unnecessarily. Decelerate smoothly by releasing the accelerator in time, leaving the car in gear.
- Stopping then starting again uses more fuel than rolling. Slow early for traffic lights or approaching a queue and you might not have to stop completely.
- Going faster uses more fuel. Drive at 70mph and you'll use up to 9% more than at 60mph and up to 15% more than at 50mph. Taking it up to 80mph can use up to 25% more fuel than at 70mph.

10 Eco-Driving Tips

1. Press Accelerator Softly for "e-Start"



2. Drive with Moderate Acceleration / Deceleration



3. Release Accelerator Early



4. Use Air Conditioner Moderately



5. Stop Idling



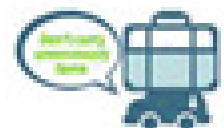
6. Use Traffic Information to Avoid Congestion



7. Check Air Pressure Frequently



8. Avoid Unnecessary Loading



9. Beware of Parking Space



10. Consider Fuel Efficiency



SHOW ME, TELL ME

SHOW ME QUESTIONS

1. When it's safe to do so, can you show me how you wash and clean the rear windscreen?
2. When it's safe to do so, can you show me how you wash and clean the front windscreen?
3. When it's safe to do so, can you show me how you'd switch on your dipped headlights?
4. When it's safe to do so, can you show me how you'd set the rear demister?
5. When it's safe to do so, can you show me how you'd operate the horn?
6. When it's safe to do so, can you show me how you'd demist the front windscreen?
7. When it's safe to do so, can you show me how you'd open and close the side window?

TELL ME QUESTIONS

1. Tell me how you'd check that the brakes are working before starting a journey.

A: Brakes should not feel spongy or slack. Brakes should be tested as you set off. Vehicle should not pull to one side.

2. Tell me where you'd find the information for the recommended tyre pressures for this car and how tyre pressures should be checked.

A: Manufacturer's guide, use a reliable pressure gauge, check and adjust pressures when tyres are cold, don't forget spare tyres, remember to refit valve caps.

3. Tell me how you make sure your head restraint is correctly adjusted so it provides the best protection in the event of a crash.

A: The head restraint should be adjusted so the rigid part of the head restraint is at least as high as the eye or top of the ears, and as close to the back of the head as is comfortable. Note: Some restraints might not be adjustable.

4. Tell me how you'd check the tyres to ensure that they have sufficient tread depth and that their general condition is safe to use on the road.

A: No cuts and bulges, 1.6mm of tread depth across the central three-quarters of the breadth of the tyre, and around the entire outer circumference of the tyre.

5. Tell me how you'd check that the headlights and tail lights are working. You don't need to exit the vehicle.

A: Explain you'd operate the switch (turn on ignition if

necessary), then walk around the vehicle (as this is a 'tell me' question, you don't need to physically check the lights).

6. Tell me how you'd know if there was a problem with your anti-lock braking system.

A: Warning light should illuminate if there is a fault with the anti-lock braking system.

7. Tell me how you'd check the direction indicators are working. You don't need to exit the vehicle.

A: Explain you'd operate the switch (turn on ignition if necessary), and then walk around the vehicle (as this is a 'tell me' question, you don't need to physically check the lights).

8. Tell me how you'd check the brake lights are working on this car.

A: Explain you'd operate the brake pedal, make use of reflections in windows or doors, or ask someone to help.

9. Tell me how you'd check the power-assisted steering is working before starting a journey.

A: If the steering becomes heavy, the system may not be working properly. Before starting a journey, 2 simple checks can be made. Gentle pressure on the steering wheel, maintained while the engine is started, should result in a slight but noticeable movement as the system begins to operate. Alternatively turning the steering wheel just after moving off will give an immediate indication that the power assistance is functioning.

10. Tell me how you'd switch on the rear fog light(s) and explain when you'd use it/them. You don't need to exit the vehicle.

A: Operate switch (turn on dipped headlights and ignition if necessary). Check the warning light is on. Explain use.

11. Tell me how you switch your headlight from dipped to the main beam and explain how you'd know the main beam is on.

A: Operate switch (with ignition or engine on if necessary), check with the main beam warning light.

12. Open the bonnet and tell me how you'd check that the engine has sufficient oil.

A: Identify dipstick/oil level indicator, describe check of oil level against the minimum and maximum markers.

13. Open the bonnet and tell me how you'd check that the engine has sufficient engine coolant.

A: Identify high and low level markings on header tank where fitted or radiator filler cap, and describe how to top up to the correct level.

14. Open the bonnet and tell me how you'd check that you have a safe level of hydraulic brake fluid.

A: Identify reservoir, check level against high and low markings.



ANSWER

TIPS FOR DRIVING TEST

1. Be on time.
2. Find the right instructor.
3. Use the instructor's car.
4. Listen to your instructor.
5. Exaggerate mirror checks.
6. Practice Mock driving Test.
7. Go over your theory again.
8. Have a lesson beforehand.
9. Don't assume you've failed.
10. Drive in different conditions.
11. Check everything you need.
12. Don't rush to get your licence.
13. Ask your examiner to repeat, if necessary.
14. Get to know your test routes and exam center.
15. Choose when and where you want to take your test.

1. Be on time

It will be a good start to turning up at a good time for your test. Arriving late risks you missing your exam or rushing to get there in time will leave you feeling flustered, even if you do. Arrive 10-15 minutes before your exam center so you have long enough to prepare, but won't be waiting around too long. Also make sure you get a good night's sleep is also important to avoid unnecessary stress or anxiety.

2. Find the right instructor

Find a local and experienced driving instructor, one that you can work with and trust. Someone who will know all routes, and the most popular driving exam route for examiners, complex junction and difficult parts that fail many tests. Book a tester lesson, and if you are not comfortable then move on. Finding a good instructor will not only increase your chances of passing first time but may also reduce the amount of hours needed to be test standard. Also don't change the driving instructor just before your exam.

3. Use the Instructor's car

Take your driving test in a car you know well and feel comfortable in. If you practice your driving instructor car for a long time and if you are comfortable then use your instructor car for the exam. If you change driving instructor just before the driving exam make sure you have enough practice with the car, also practice show me tell me as well.

4. Listen to your instructor

Your driving instructor will have a clear idea after hours of driving lessons, about whether you're ready for your driving test. You definitely want to pass your driving test as quickly as possible. But, listen to your driving instructor and try to follow their advice. If they don't think you will be ready in time, trust them. They know your test standard better than you. If you have any questions or concerns, always consult with your driving instructor. If your instructor says you're ready, have faith in yourself. If you have any weaknesses, concentrate on them in lessons, and consider a last minute lesson before your test to calm your nerves.

5. Exaggerate mirror checks

Lack of observation is one of the top 10 reasons why people fail their test. Check your mirrors regularly - especially before slowing down, move off, approaching hazards, changing road position and changing gears. Examiners are trained to look out for you checking your mirrors. Try moving your head instead of glancing when you check your mirrors. You will not be penalized if you check more. Before moving out into a new road, always look 6 POINT at least twice. If the junction is blind and difficult to see into the road, slowly edge forward until you can see clearly. The examiner wants to see you constantly observing 6 POINT around you and act accordingly.

6. Practice Mock driving Test

According to the UK statistics average learner drivers require around 45 hours of driving lessons and 20 hours of family practice before test ready. Always look for learning opportunities, if you have any weakness practice more on that

area, could me maneuver, junction, roundabout. The more you do this, the more it will become second nature to you. Remember, there's always room to improve your driving. Take a mock driving test before your exam if possible with a different driving instructor but similar car. Benefits will be sitting next to a stranger under new conditions and will help you to prepare for the real test.

7. Go over your theory again

This can also take some time between taking your theory and practical test, so it's a good idea to go over your Highway Code and road signs again before getting into the car for driving lessons. Knowing your signs and your highway code when on your test will greatly settle your nerves and boost your confidence, allowing you to drive in a relaxed and safe way. It is always a good idea to just confirm whether you are up-to-date with the new DVLA driving requirements in case they have changed.

8. Have a lesson beforehand

If possible it's highly recommended taking a driving lesson on the day of your test, that way you can go over any manoeuvres and go through Show me tell me questions or last-minute questions if you have. A lesson beforehand will help calm your nerves and put you in the right frame of mind for driving.

9. Don't assume you've failed

If you do make a mistake, remember you're allowed up to 15 minors during your test so try not to dwell on them. You may see the examiner marking your test report throughout your driving. Don't always think they are marking you down. The examiner has to mark when certain aspects of the test have been covered- Like Angled moving off, a Hill start, a Manoeuvre or Emergency Stop. So don't worry - just focus on the road ahead.

10. Drive in different conditions

When you have lessons over a few months make sure you've practiced with your instructor in rain, foggy, dark and sunny weather. There is no guarantee that you will get dry and sunny

weather when it comes to taking your test. It's worth checking the weather forecast a few days in advance. That way you can mentally prepare for bad weather.

11. Check everything you need

When you book your driving test make sure forward the confirmation email/screenshot to your driving instructor. Thousands of driving tests don't go ahead because the pupil fails to turn up with everything they needed on the day. Make sure you have all the required documents and that your car is properly equipped and up to the test standard.

12. Don't rush to get your licence

If you want to take your test early, it will only waste your and their time, harm their pass rate and knock down your confidence. No matter how badly you want to pass the exam, there is no point in taking your test until you're ready. Rushing to pass only leaves you without the knowledge you really need to be independently on the road.

13. Ask your examiner to repeat, if necessary

If you don't hear or understand an instruction properly, always ask the examiner early to repeat themselves. Don't wait until the last minute. Hesitation or Panicking will only cause you to lose focus. Also the examiner will not mind or penalize you for that.

14. Know your test routes and exam center

When you select the test centre, get to know the area and test routes before that. It's impossible to know which exam route your examiner will be directed on the day or what traffic or hazards you'll face along the way. Make sure you've practiced all exam routes. Practicing all major and minor roads, country roads and dual carriageways is important if you want to avoid any surprises on exam day.

Most driving tests are not successful soon after leaving the test centre. The probable cause is driving test nerves that are at their peak right at the beginning. Be acquainted yourself with leaving and exiting the exam centre. Practice entering and leaving in your car, when possible but if restricted, walk around the test centre. Look at

how easy or busy the road is, if there is a hidden pedestrian crossing that might be difficult to see pedestrians.

15. Choose when and where you want to take your test

Be conscious while booking. Taking exams during a busy or difficult time in your life will not be a good idea so pick the right time when you can give full attention. You need to choose which day to take your test once you have decided but where? According to statistics, we discovered the best day and time to increase your chances of success.

The time of day at which you take your driving test can have a significant impact on the outcome, especially if you choose a busy town or city. Most busy areas suffer from rush-hour traffic. That involves reckless drivers desperate to get to work or home on time and they often have little patience for a learner driver. Few test centers offer Saturday exams, if your area is quieter then you can consider it but weekend bookings have a slightly higher fee.

MORE TIPS

- If you're hesitant, don't go.
- Take time for manoeuvres.
- Don't drive too fast or too slow.
- Always appropriate check mirrors.
- Don't give up, always be can do attitude.
- Avoid overtaking on approaching junctions.
- Don't look at the examiner marking your test sheet.
- Wear comfortable clothing and shoes for the driving test.
- If you are not clear what to do, ask the examiner to repeat.
- Always maintain a safe following distance or 2 second rule.

8:10	Low Pass Rate
9:07	Low Pass Rate
10:14	Above Average Pass Rate
11:10	Above Average Pass Rate
12:38	Above Average Pass Rate
13:35	Average Pass Rate
14:32	Average Pass Rate
15:39 (Tuesday)	Average Pass Rate

TERMS & CONDITIONS

1. All offers are subject to availability.
2. Training will take place in a suitable vehicle with dual controls.
3. 6 Point Driving School respects your confidentiality in line with data protection.
4. You must also hold a valid provisional licence for the category B - Car Licence.
5. Lessons are NOT transferable unless the instructor has given his/her written consent.
6. We are not responsible for any personal items left in the car during or after your driving lesson.
7. All training will be one-to-one. No passengers to be carried in the car without pupil's prior approval.
8. We, at 6 Point Driving School reserve the right to cancel a lesson or finish a lesson early on grounds of road safety or/and health issues .
9. If the test cannot proceed due to mechanical failure we will book a new test for you and will not charge.
10. We reserve the right to change the price of all our learner driver products including all Lessons, at any time.
11. Pupils are insured for liability claims whilst driving when accompanied by the Instructor or a DVSA Examiner.
12. To keep appointments. If instructors are late for a session the time will be added to the end of the session or made up at a later date.
13. If you have any complaint against your Instructor you have to raise to us after your lesson, any complaint after 3 days will not be accepted.
14. Your instructor is a self-employed franchisee (Your Instructor) of 6 Point Driving School. The

contract for driving tuition is solely between You and Your Instructor.

15. Any toll charges, congestion charges are to be paid by the student, in cash to the instructor. The present charge for the London congestion zone being £15/ day.

16. Eyesight - Your eyesight must be up to standard. If you are unable to read a number plate from the required distance, the instructor may refuse to allow you to drive.

17. We Endeavour to be on time at the agreed pick-up point and be available for the full duration of the lesson booked, subject to any circumstances beyond our control.

18. Any private arrangements made between the student and the instructor, after the original course, should be discussed with the instructor and not 6 Point Driving School.

19. Tuition fees for standard driving lessons are normally payable in advance, or on the day of the lesson itself. Payment can be made by cash or bank transfer direct to the instructor.

20. We are unable to specify male or female instructors, due to our policy of nondiscrimination. Requesting a specific gender of instructor is not a valid reason for a course not proceeding.

21. To advise the pupil when they are ready to attempt the Driving Test. This advice will be based upon pupils continued progress and co-operation during the course and subject to reappraisal nearer the date of the test.

22. Any pre-paid tuition is based on the lesson price in force at the time the booking is made and will be honoured for a period of 3 months from the date of the booking. We reserve the right to increase the price of any unused tuition time.

23. You must give us at least 24 hours notice (our Minimum Notice) if you wish to cancel or rearrange a driving lesson, otherwise you will be liable to pay for 100% of the lesson fee. For Intensive course minimum notice period is 7 days, Cancellations must be made directly between You and Your Instructor.

24. To make the training vehicle available for the pupil's driving Test. However, Our Instructor can withhold the vehicle for the Driving Test if, in the instructor's professional opinion, the pupil has not reached the required standard incurring the loss of test fee. The Instructors decision is final.

25. If you choose to commence your course in a manual car, you will have to complete the course hour, as the instructor has allocated his time for you. You will not be able to change to an automatic for that day but you can change from the next agreement date.

26. We ask successful pupils for a photograph/video review when they have passed their test. By agreeing to this, you are allowing us to use the photograph/video in our testimonials review section and elsewhere as promotional material.

27. 6 Point Driving School does not handle payments from pupils on behalf of Your Instructor. Your payments for driving tuition are made directly by You to Your Instructor. Where 6 Point Driving School. makes bookings with, or supplies any information or documentation to You, 6 Point Driving School is acting as the agent of Your Instructor. 6 Point Driving School accepts no responsibility for any payments or pre-payments made direct to Instructors.

28. All courses booked with 6 Point Driving School, are under the provision that you understand you are forming a contract between yourself and the instructor, in regards to delivery of the course and its hours. The instructor is a self-employed franchisee of 6 Point Driving School. Any balance payment dispute, claim or discussion, regarding tuition, course hours or any other issues should therefore be taken

up with the instructor . The company cannot be held liable for any compensation claim from either instructor or student, nor can it be held responsible for any traffic law violation on the part of either instructor or the student.

29. It is the student's responsibility to notify 6 Point Driving School of the following when making a booking:

- *Your Name*
- *Any medical condition*
- *Your theory date passed*
- *Any special requirements*
- *Your driving licence number*
- *Your Address with Postcode*
- *Phone Number and email address*
- *Any unavailable dates and/or times*
- *Any condition which could affect the driving test*
- *Your pickup address if different to home address*
- *Any condition which could affect the driving course*
- *Dates of any tests already booked which would conflict with the course you are booking.*

I HAVE READ AND FULLY UNDERSTAND THE CANCELLATION POLICY

Pupil Name

Pupil Signature

Date

NOVICE	1 Introduced	2 Talk Through	3 Prompted	4 Rarely Prompted	5 Independent
Cockpit Drill & Controls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Moving off Safely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steering	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Angled Move off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Move off Busy Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decline Move off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stop in a Safe Place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gear Changing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clutch Control (Level & Uphill)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Road Position	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MSPSL all Junctions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approaching & Turning Left	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approaching & Turning Right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approaching & Emerging Right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cross Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hill Starts (Up & Down)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INTERMEDIATE	1 Introduced	2 Talk Through	3 Prompted	4 Rarely Prompted	5 Independent
Emerging Blind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crossing Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Effective Mirror use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bay Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Forward Bay Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parallel Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pull up on The Right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting & Clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anticipation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency Stop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Progress/Hesitancy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Attention to Speed Limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Double Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Country Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ADVANCED	1 Introduced	2 Talk Through	3 Prompted	4 Rarely Prompted	5 Independent
Complex Junctions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dual Carriageways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Joining/Leaving Dual Carriageways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Independent Driving by Sat nav	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Independent Driving by Road Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Knowledge of Test Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tell me Questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Show me Questions (on the move)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mock Test	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YOUR DETAILS

Name :

Your goal about Exam :

Theory Test Date :

Practical Test Date and Time :

Eyesight Checked : Licence Number :

[illegible]

I declare that:			Driving Test Report		DL25A 0408 T			
<ul style="list-style-type: none"> the use of the test vehicle for the purposes of the test is fully covered by a valid policy of insurance which satisfies the requirements of the relevant legislation. I normally live/have lived in the UK for at least 185 days in the last 12 months (except taxi/private hire). See note 30. 			Candidate: <input style="width: 100%;" type="text"/>		S <input type="checkbox"/> D/C <input type="checkbox"/>			
X <input type="checkbox"/>			Application Ref. <input style="width: 100%;" type="text"/>					
			Date <input style="width: 100%;" type="text"/> Time <input style="width: 100%;" type="text"/> Dr./No. <input style="width: 100%;" type="text"/>					
			DTC Code / Authority <input style="width: 100%;" type="text"/> Reg. No. <input style="width: 100%;" type="text"/>					
			Examiner: <input style="width: 100%;" type="text"/>		Staff / Ref. No. <input style="width: 100%;" type="text"/>			
Auto <input type="checkbox"/> Ext <input type="checkbox"/>								
Cat. Type <input style="width: 100%;" type="text"/>			1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 0 <input type="checkbox"/> V <input type="checkbox"/>					
Instructor Reg <input style="width: 100%;" type="text"/>			Instructor Cert <input style="width: 100%;" type="text"/>		Sup <input type="checkbox"/> ADI <input type="checkbox"/> Int <input type="checkbox"/> Other <input type="checkbox"/> C <input type="checkbox"/>			
Total S D			Total S D			Total S D		
1a Eyesight <input style="width: 100%;" type="text"/>			13 Move off safety <input style="width: 100%;" type="text"/>			23 Positioning normal driving <input style="width: 100%;" type="text"/>		
1b H/Code / Safety <input style="width: 100%;" type="text"/>			control <input style="width: 100%;" type="text"/>			lane discipline <input style="width: 100%;" type="text"/>		
2 Controlled Stop <input style="width: 100%;" type="text"/>			14 Use of mirrors- M/C rear obs signalling <input style="width: 100%;" type="text"/>			24 Pedestrian crossings <input style="width: 100%;" type="text"/>		
3 Reverse / Left Reverse with trailer control <input style="width: 100%;" type="text"/>			change direction <input style="width: 100%;" type="text"/>			25 Position / normal stops <input style="width: 100%;" type="text"/>		
observation <input style="width: 100%;" type="text"/>			change speed <input style="width: 100%;" type="text"/>			26 Awareness / planning <input style="width: 100%;" type="text"/>		
4 Reverse/ Right control <input style="width: 100%;" type="text"/>			15 Signals necessary <input style="width: 100%;" type="text"/>			27 Ancillary controls <input style="width: 100%;" type="text"/>		
observation <input style="width: 100%;" type="text"/>			correctly <input style="width: 100%;" type="text"/>			28 Spare 1 <input style="width: 100%;" type="text"/>		
5 Reverse Park control <input style="width: 100%;" type="text"/>			16 Clearance / obstructions <input style="width: 100%;" type="text"/>			29 Spare 2 <input style="width: 100%;" type="text"/>		
R <input type="checkbox"/> C <input type="checkbox"/> obs. <input style="width: 100%;" type="text"/>			17 Response to signs / signals traffic signs <input style="width: 100%;" type="text"/>			30 Spare 3 <input style="width: 100%;" type="text"/>		
6 Turn in road control <input style="width: 100%;" type="text"/>			road markings <input style="width: 100%;" type="text"/>			31 Spare 4 <input style="width: 100%;" type="text"/>		
observation <input style="width: 100%;" type="text"/>			traffic lights <input style="width: 100%;" type="text"/>			32 Spare 5 <input style="width: 100%;" type="text"/>		
7 Vehicle checks <input style="width: 100%;" type="text"/>			traffic controllers <input style="width: 100%;" type="text"/>			33 Wheelchair Pass <input type="checkbox"/> Fail <input type="checkbox"/>		
8 Forward park / Taxi manoeuvre control <input style="width: 100%;" type="text"/>			other road users <input style="width: 100%;" type="text"/>			Pass Fail None Total Faults Route No.		
observation <input style="width: 100%;" type="text"/>			18 Use of speed <input style="width: 100%;" type="text"/>			<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input style="width: 100%;" type="text"/> <input style="width: 100%;" type="text"/>		
9 Taxi wheelchair <input style="width: 100%;" type="text"/>			19 Following distance <input style="width: 100%;" type="text"/>			ETA V <input type="checkbox"/> P <input type="checkbox"/> D255 <input type="checkbox"/>		
10 Uncouple / recouple <input style="width: 100%;" type="text"/>			20 Progress appropriate speed <input style="width: 100%;" type="text"/>			Survey A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>		
11 Precautions <input style="width: 100%;" type="text"/>			undue hesitation <input style="width: 100%;" type="text"/>			E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> H <input type="checkbox"/>		
12 Control accelerator <input style="width: 100%;" type="text"/>			21 Junctions approach speed <input style="width: 100%;" type="text"/>			Eco Safe driving <input type="checkbox"/> Control <input type="checkbox"/>		
clutch <input style="width: 100%;" type="text"/>			observation <input style="width: 100%;" type="text"/>			Planning <input type="checkbox"/>		
gears <input style="width: 100%;" type="text"/>			turning right <input style="width: 100%;" type="text"/>			Debrief <input type="checkbox"/> Activity Code <input style="width: 100%;" type="text"/>		
footbrake <input style="width: 100%;" type="text"/>			turning left <input style="width: 100%;" type="text"/>			I acknowledge receipt of Pass Certificate Number: <input style="width: 100%;" type="text"/>		
parking brake / MC front brake <input style="width: 100%;" type="text"/>			cutting corners <input style="width: 100%;" type="text"/>			Licence rec'd Yes <input checked="" type="checkbox"/>		
steering <input style="width: 100%;" type="text"/>			22 Judgement overtaking <input style="width: 100%;" type="text"/>			Wheelchair Cert. No: <input style="width: 100%;" type="text"/>		
balance M/C <input style="width: 100%;" type="text"/>			meeting <input style="width: 100%;" type="text"/>			COA <input checked="" type="checkbox"/>		
PCV door exercise <input style="width: 100%;" type="text"/>			crossing <input style="width: 100%;" type="text"/>			No <input checked="" type="checkbox"/>		
						There has been no change to my health: see note 29 overleaf.		
						X <input style="width: 100%;" type="text"/>		



6 POINT
DRIVING SCHOOL

DRIVING MANUAL

Learn how to drive from
beginning to test standard

www.6pointdrive.com