

CIECA

*Commission
Internationale
des Examens
de la Conduite
Automobile*

*Report on the Theory and the Practical Driving Test
for Categories C and D, their Trailer- and Subcategories*

*First Edition
December 1999*

Report on the Theory and the Practical Driving Test for Categories C and D, their Trailer- and Subcategories

Commission Internationale des Examens de Conduite Automobile, CIECA

The "Commission Internationale des Examens de Conduite Automobile" (CIECA) is an organisation for authorities in the field of driver licensing and was founded in 1956. It has an official status as observer to the United Nations. The European Commission decided to subsidise a project entitled 'Analysis of theory and practical driving tests for categories A, C and D, their trailer- and subcategories'. To this end, two workshops were organised, one of which dealt with the theory and the practical test for categories C and D. This report is also available in German and French.

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The authors of this report can not be held responsible for possible errors it may contain; all data presented by the members have been collected with the utmost precision. The report on the 'Theory and the Practical Test for Categories C and D, their Trailer- and Subcategories' has been realised with the support of the Directorate General for Transport of the Commission of the European Union.

ISBN: 90-76408-07-6

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Foreword by the CIECA President

It is an honour for me to present this report on the theory and the practical test for categories C and D, their trailer- and subcategories. Together with the study on the theory and the practical test for category A, this report completes the studies in the field of driving licence tests the European Commission asked CIECA to do over the period 1996 to 2000. The fact that the European Commission has given CIECA the task to carry out these studies demonstrates that our knowledge and experience are appreciated at an international level. I would like to thank the Ministry of Transport of Hungary, who hosted the workshop in Budapest serving as basis for this report. They can be proud of the work they did. I am grateful as well to the Directorate General for Transport of the European Commission for subsidising this project. Herewith I would also like to thank the experts who prepared this document as well as the participants from seventeen countries and three external organisations who attended the workshop. This report would not have been possible without their expertise and hard work.

J.P. Vaessen

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Preamble

Where in this report is referred to 'he' and 'him', 'she' and 'her' is meant as well.

In this report several times the term vocational training is mentioned. With vocational training is meant an uninterrupted, full time education lasting over a longer period of time, with the aim for the student to become a driver for his profession.

In this report several Directives are quoted. The writers of this report assume the reader to know these directives, all dealing with driver training and licensing:

- Council Directive 70/156/EEC on type approval
- Council Directive 76/914/EEC on the minimum level of training for some road transport drivers
- Council Directive 91/439/EEC on driving licences
- Regulation 3820/85/EEC on the harmonization of certain social legislation relating to road transport

These regulations and directives are published in the Official Journal of the European Communities and can be ordered at the Office for Official Publications of the European Communities, L - 2985 Luxembourg, tel. +352.49.9281

Summary

This report describes the recommendations to which the participants of a CIECA workshop came, which was organised on behalf of the study "Analysis of the theory and the practical test for categories A, C and D, their trailer- and subcategories". This report deals with the theory and the practical tests for categories C and D, their trailer- and subcategories.

The workshop participants must be seen as experts and not as political representatives of their countries. The recommendations made by them reflect in this sense their opinion as experts and not the official political statement of their countries.

Directive 91/439/EEC served as a basis for the discussion on the subcategories, the theory and the practical test for categories C and D, their trailer- and subcategories. The points mentioned in this directive were analysed and partly regrouped in this report. The experts came to recommendations in the following fields: the harmonisation of the subcategories; the moment, the waiting period, the organisation and the contents of the theory test and the validity of the theory test certificate; the location, the contents (including the special manoeuvres), the assessment criteria, the duration, the waiting period and the test vehicle requirements of the practical test; minimum ages; periodical training; agricultural vehicles and working machines.

The recommendations made in these fields are minimum requirements that are based on a best practice. This means that countries can have more severe restrictions if their legislation requires so.

Introduction

In September 1998 the Directorate General for Transport of the European Commission decided to grant CIECA a subsidy for carrying out a study on the theory and the practical test for categories A, C and D, their trailer- and subcategories. The study would last from October 1998 until June 2000.

The CIECA Permanent Bureau decided to create two expert groups, one for category A and one for categories C and D, whose task would be to prepare the study. All CIECA members were invited to send in applications of employees to participate in these working groups. In October 1998 the two groups were built. Both groups had the task of preparing a working document on their particular category or categories, containing propositional recommendations on all aspects of the theory and the practical test. These working documents were to be discussed during general workshops among all CIECA members. Both groups took the CIECA report on the theory and the practical test for category B(+E) as a basis for their discussions, in order to come to recommendations that are in line with proposals made earlier.

The expert group for categories C and D existed of eight members, coming from Austria, Belgium, France, Germany, Great Britain, Monaco, the Netherlands and Sweden. This group has met six times over the period October 1998 to September 1999 (12-13 October 1998 in Brussels (B), 2-4 February 1999 in Luxembourg (L), Arlon (B) and Trier (D), 7-8 April 1999 in Monchy (F), 23-25 June 1999 in Leusden (NL), 8 and 9 July 1999 in Brussels (B) and 8-10 September 1999 in Nice (F)).

Each meeting was a combination of visiting theory and practical tests in the hosting countries and discussing best practice solutions. A proposal for these best practice solutions was put together in a working document that was discussed during a general workshop on 18 and 19 October 1999 in Budapest (H), in which participated 37 experts from seventeen CIECA members and three external organisations (EFA, IRU and Eurotra).

In this study three main items were brought up for discussion:

1. Implementation and Definition of the (Sub)categories

The Directorate General of Transport of the European Commission asked CIECA to evaluate the implementation of the subcategories, as mentioned in article 3.2 of Directive 91/439/EEC on the driving licence, in the different member states of the European Union. During this process, other problems in definitions following the current directives appeared. Part one of this report is dedicated to these problems, including recommendations for solutions.

2. Theory Test

Several subjects in relation to the theory test were discussed: the moment, the form, the contents, the waiting period between two tests, the validity of the theory test certificate and equivalences. Part two of this report deals with the theory test.

3. Practical Test

During the discussions on a best practice for the practical test, following items were addressed: the location, the contents, the assessment criteria, the special manoeuvres, the duration, the waiting period between two tests, the place of the examiner, the presence of the instructor, the test vehicle requirements and equivalences. The practical test is treated in part three of this report.

Finally, in the fourth part several related items to the driving licensing of categories C, D and E are discussed: minimum and maximum ages, equivalences, periodical training, very long vehicles and agricultural vehicles and working machines.

The aim of the discussions was to come to best practice recommendations. These will be handed over to the Directorate General for Transport of the European Commission as a contribution to a future directive on the driving licence. The discussions and the outcome are described in this report.

At the end of this report a list with the recommendations in summary is enclosed. In annexes to this report you will find a list of minibuses available on the market in relation to weight and number of seats, a list of percentages of vocational training in the different countries, numbers of tests of the subcategories C1 and D1, a list of workshop participants and theory questions on the safety and the comfort of passengers.

I Subcategories

In Article 3 of Directive 91/439/EEC the definition of subcategories C1 and D1 is described:

*"Subcategory C1
motor vehicles other than in category D and whose maximum authorised mass is over 3,500 kg but not more than 7,500 kg [...]."*

*"Subcategory D1
motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat."*

Article 11 of the same Directive states that *"Five years after this Directive has been put into effect the Council, acting on a proposal from the Commission, shall review the national provisions concerning any optional subcategories which may have been established [...] with a view to their possible harmonization or elimination"*.

One of the tasks CIECA had to carry out in this study was the evaluation of subcategories C1 and D1, as defined in article 3 of Directive 91/439/EEC. Based on this evaluation, CIECA formulated a recommendation.

1. Evaluation of Subcategories C1/D1

From the CIECA members thirteen countries have introduced subcategories C1 and / or D1: Austria (only C1), Belgium, Estonia, Finland (only D1), Germany, Great Britain (including Northern Ireland), Ireland, Latvia, Luxembourg, Monaco (only D1), Norway, Spain and Switzerland. Three more plan to introduce the subcategories in short time: Croatia, Hungary and Monaco (C1). The other CIECA members participating in the workshop do not have the wish to introduce them (France, Israel, the Netherlands, Portugal, Sweden and Tunisia).

In most of the countries having introduced subcategory C1 the number of tests taken, according to the workshop participants, has not been very high (see annex III). In some countries, the number of driving licences issued is remarkably higher. This is mainly because of old equivalences. In several countries a category B licence gave the right in the past to drive vehicles up to 7,500 kg maximum authorised mass (MAM), vehicles now falling within category C1 (Germany, Norway, Great Britain and Northern Ireland, Ireland).

When looking at the training and the testing, the average small number of tests taken seems to be logical. The training and the testing of the subcategories does not differ much from the training and testing of the "full" categories. This means that there is only a small difference in the costs for a candidate between getting the licence for a subcategory or for the corresponding "full" category.

Transport companies seem to be not very interested in subcategory C1 either. They prefer employing a driver having the right to drive a "full" category, as this person is of more use to him. Therefore, most of the CIECA-members do not wish to harmonise subcategory C1. At least not in its current form.

For category D1 there seems to be more interest. In this subcategory old equivalences do not exist. Especially in Ireland, Great Britain and the Scandinavian countries quite a large number of these vehicles is registered (for example: Ireland 2000, Finland 756), which are used for public transport, and more tests are taken (see annex III). This leads to a more positive attitude among CIECA-members towards the harmonization of subcategory D1.

2. Categories C and D and the Certificate of Professional Competence

While reflecting this evaluation an additional point came up. To the opinion of the CIECA-members the standards for the driving licences C and D should be raised, taking into account the large responsibility of the drivers of these vehicles.

In the current system a Certificate of Professional Competence (CPC) exists which is only compulsory for drivers of category C vehicles under 21 years old and for drivers of category D vehicles under 23 years old.¹ This percentage of drivers having passed the CPC is very low. Only a few countries have made this CPC a compulsory document for all drivers next to the driving licence (France, Germany and the Netherlands).

The workshop is of the opinion that the skills included in this CPC and aiming at a safe and economical driving behaviour, as defined in the Annex of Directive 76/914/EEC, should be known to all drivers of heavy vehicles, independent of their age. Therefore, they propose to make the main subjects of the Annex of Directive 76/914/EEC a compulsory part of the driving licence test for all drivers. For the Certificate of Professional Competence under 21 (category C) or 23 (category D) years old respectively, new contents should be defined.

3. Recommendations Concerning the Subcategories

According to the workshop, if the level of the category C and D licences is raised, a market gap may form. Many small businesses need a vehicle with a MAM of over 3,500 kg for their work, without the wish to drive the large C or D vehicles. Especially when the level of category C and D licences is raised, a driving licence category in between the B and the C / D licences could become an attractive solution.

The experts are of the opinion that it is important to make the subcategories as attractive as possible. They propose to eliminate the present C1 and D1 categories and create a new combined C1/D1 category with a somewhat modified definition:

“Motor vehicles having a maximum authorised mass of over 3,500 kg but not more than 6,000 kg and a maximum of sixteen seats in addition to the drivers’ seat, used for the transport of goods or for the carriage of not more than sixteen persons in addition to the driver.

Motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg, provided that the trailer is not used for the transport of persons.”²

There should be no staged access.

The reasons for such a combined C1/D1 category are various. Vehicles up to 6,000 kg used for the transport of goods and the carriage of passengers have the same technical basis (chassis, suspension, braking system). This means that for the driver there is no difference between driving a C1 or a D1 vehicle up to these limits. To the workshop’s point of view there is no need to let a driver get two licences for one vehicle (with or without seats).

¹ A driver of a category D vehicle under 23 years old must either be in the possession of a Certificate of Professional Competence or is restricted to a radius of 50 km (Article 5 of Regulation 3820/85/EEC).

² A corresponding definition has to be made for subcategory C1/D1+E

The vehicles falling within this combined category C1/D1 should be seen as being closer to category B vehicles than to category C or D vehicles. Also in category B the transport of goods and of passengers is combined.

When looking at the minibuses of the current subcategory D1 as defined in article 3 of Directive 91/439/EEC that are on the market today, most of these vehicles would fall within this new definition as well. There are very few minibuses having no more than sixteen seats in addition to the driver that have an MAM of over 6,000 kg (see annex 1).

When looking at Directive 70/156/EEC on type approval, following definitions are made:

Passenger cars: M1 < 3,500 kg
 M2 < 5,000 kg

Transport of goods: N1 < 3,500 kg
 N2 < 12,000 kg
 N3 > 12,000 kg

This shows that the definitions of passenger cars and vehicles for the transport of goods are not in line with each other. They are not in line with the driving licence directives either. To the opinion of CIECA experts the limit of 5,000 kg for M2 is too low; the limit of 12,000 kg for N2 they find rather high. For manufacturers, the N2 class up to 12,000 kg is a very small class. These vehicles are being brought down to 7,500 kg to fit into driving licence category C1. Vehicles of over 12,000 kg have another type of cabin and different driving characteristics. CIECA is of the opinion that it would be good if type approval and driving licences would be adapted to each other. A possible solution would be to create a class with an MAM of 6,000 kg, both for the transport of goods and the carriage of passengers.

Training for this category should cover elements on both the transport of goods and the carriage of passengers.

A holder of a category C or a category D licence should be entitled to drive a C1/D1 vehicle as well. However, the possession of a category C licence entitles a driver to drive a C1/D1 vehicle only when transporting goods or when carrying not more than eight passengers in addition to the driver. The right to carry eight passengers is a right the driver received when passing his category B licence. As he has had no training on the safety and comfort of passengers, he should not have the entitlement to transport more than eight passengers in a C1/D1 vehicle.

The workshop thinks that creating a combined subcategory C1/D1 would mean creating an attractive category with a chance of success.

CIECA would nevertheless like to note that technical experts should have a closer look at the exact MAM of this category.

CIECA is aware of social problems that could arise when creating a subcategory C1/D1 up to 6,000 kg as drivers of under 21 years old with a category C driving licence are entitled to drive a vehicle with an MAM of 7,500 kg until their 21st birthday (article 5 of Regulation 3820/85/EEC).

CIECA would like to ask the question whether there are satisfying possibilities to control the compliance with this regulation. To prevent abuse of this regulation, CIECA would like to recommend two steps:

1. raise the level of the category C and D drivers by making the subjects of the current CPC as defined in the annex of Directive 76/914/EEC a compulsory part of the driving test;
2. promote vocational training for young drivers under 21 years old.

II Theory Test

Article 7.1 of Directive 91/439/EEC states that *'Driving licences shall [...] be issued only to those applicants [...] who have passed a test of skills and behaviour and a theoretical test [...]'*.

In Annex II, article 7 of the same directive the minimum requirements for this theory test are described. The points adjusted in this article concern the form and the contents of the theory test.

CIECA is of the opinion that there are more points that need to be harmonised in future European legislation. Concerning the contents of the theory test CIECA favours a rise of the minimum requirements. This part describes the discussions that took place and the recommendations that resulted from them.

1. Moment of the Theory Test

The theory test should take place before the practical test. The minimum age of the candidate should be 18, and he should be in the possession of a category B driving licence.

During the discussion, IRU commented that 18 would not be the right age. At the moment it is possible to get a category B licence at the age of 17 in some member states. This possibility should to their opinion continue to exist. In addition, IRU and Eurotra expressed their concern that this requirement could delay the candidates' training.

A round-the-table showed that all workshop participants were of the opinion that the possession of a category B licence should be compulsory before a candidate could pass a category C theory test. It would not only be good to be in the possession of a B driving licence, also the driving experience would be very useful.

2. Form of the Theory Test

The form of the theory test should be left to the countries. Every form has its advantages and disadvantages and therefore the countries should decide themselves on any form. The form should however be chosen in such a way that it is assured that the candidate can show his knowledge in a proper way. CIECA advises that in one country the theory test for each category has the same form.

3. Waiting Period Between Two Tests

When failing a theory test a candidate should have to wait a minimum period of one week to do a retest, in order to be sure he has enough time to prepare himself well enough.

The material being so vast, such a waiting period is necessary for the candidate to review his knowledge.

4. Validity of the Theory Test Certificate

The theory test should be the basis for the practical test. Therefore, the theory and the practical test should take place not too long after each other. Following this argument, a theory test certificate should have a maximum validity of one year.

5. Equivalence of Theory Test Certificates

The workshop recommends it should be possible for a country to combine the C and the E theory test if they prefer doing so, as there is a large overlap of questions between these two categories. Combining these tests should however not be obligatory. Following this proposal a country would have two possibilities for the theory tests for categories C and C+E:

- two separate tests for category C and for category C+E
- one single theory test for categories C and C+E, containing questions on both category C and on category C+E.

6. Contents of the Theory Test

The basic theory knowledge for each category is the same. As it is quite difficult to find always more questions on the same subject, the contents of the theory test for category B is the basis for all theory tests. Besides these general questions, specific items concerning the specific category or categories should be tested.

As stated in Part I of this report, CIECA is of the opinion that the level of the driving licence tests for category C and D should be raised, and that the knowledge as described in the Annex of Directive 76/914/EEC (contents of the Certificate of Professional Competence (CPC)) should be known to all drivers of heavy vehicles, independent of their age. Therefore, the items of this annex aiming at a safe and economical driving behaviour should be included in the theory and the practical test for the driving licence. These items are included in the description of the contents of the theory test for categories C and D. The contents of the CPC, compulsory for drivers under 21 (C) or 23 (D, under certain circumstances³), should be redefined. Because of the extensive material, it should be possible for a country to split the theory test in two or more parts.

Following items were defined as specific subjects for each category:

For categories C1/D1, C, D and E, following items should be added to the basics of category B:

- driving in bad weather conditions
- environmentally friendly driving
- technique: basics that are necessary for a safe use of the road (brakes, lights, etc.)
- route planning, map reading, use of a technical or electronic navigation system
- stowing, securing and controlling the load, difficulties with different kinds of loads (e.g. liquid, hanging, etc.)
- speed, distance to other vehicles (front and side)
- use of snow chains
- social legislation on minimum ages for drivers, driving periods, break and rest periods, and use of tachograph (Regulation EEC 3820/85, vehicles > 3,500 kg)

Supplementary items for categories C1/D1 and D (transport of passengers):

- comfort and safety of passengers (including emergency handling such as evacuation of passengers and first aid), transport of children (how many children on one seat), safety belts, check before driving away.
- knowledge of the driver's responsibility with respect to the carriage of passengers
- knowledge of the vehicle and passenger documents required for national and international carriage of passengers

³ See note 1 on page 10

Supplementary items for categories C, D and E (vehicles with a MAM of over 6 t.):

- use of the third braking system
- rules on vehicle weights and dimensions
- knowledge of the construction and main component parts of a vehicle:
 - * knowledge of the construction and functioning of:
 - internal combustion engines
 - lubrication and cooling systems
 - the fuel system
 - the electrical system
 - the ignition system
 - the transmission system (clutch, gearbox, etc.)
 - * general knowledge of lubrication and antifreeze protection
 - * knowledge of the precautions to be taken during the removal and replacement of wheels
 - * knowledge of the fitting, correct use and care of tyres
 - * knowledge of the types, operation, main parts, connection, use and day-to-day maintenance of brake fittings and knowledge of coupling systems
 - * knowledge of methods and locating causes of breakdowns
 - * knowledge of how to repair minor breakdowns with the aid of the correct equipment
 - * general knowledge of preventive maintenance of vehicles and necessary running repairs
- general knowledge of transport and administrative procedures:
 - * general ability and sufficient geographical knowledge to use road maps and their indexes
 - * economical use of vehicles
 - * knowledge of the steps to be taken after an accident or similar occurrence (e.g. fire) in connection with vehicle insurance
 - * knowledge of the national legislation applicable to the type of transport concerned - goods or passengers

Supplementary items for categories C and C+E (transport of goods):

- elementary knowledge of the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions
- knowledge of the vehicle and transport documents required for the national and international carriage of goods
- knowledge of the techniques of loading and unloading goods and of the use of loading and unloading equipment.

Drivers of categories C1/D1, C, C+E, D and D+E are advised to be in the possession of a first aid diploma. However, this should not be compulsory.

In relation to a harmonised theory test, EFA pointed at the large differences in the road signs in the different countries. To be able to have a real harmonised test, road signs should be harmonised first.

III Practical Test

Annex II of Directive 91/439/EEC lists the minimum requirements for the practical tests for all categories. In this study CIECA analysed the current requirements to come to a best practice in those countries which have a CIECA member. This part is a reflection of these discussions and of the recommendations that resulted from them.

1. Location of the Practical Test

The location of the practical test should be chosen in such a way, that all relevant areas for a future driver are taken into account.

Following the definition of the category B report, the practical test for categories C1/D1, C, D and E should be conducted on:

- motorways or similar, if available⁴
- roads outside built-up areas
- roads inside built-up areas with all sorts of traffic

Residential areas should be excluded if possible because of inconvenience caused to the residents.

The workshop stated that for each specific category there should be more specific criteria. Therefore, following supplementary requirements are recommended:

- For categories C and C+E the candidate should also be tested in industrial or cargo areas, if available. The reason for testing the candidate in these areas is, that a C or C+E candidate, after having passed his test, will probably work in a transport company. He will have to load and unload his goods in such cargo and industrial areas.
- For categories C1/D1 and D a candidate should also be tested on bus stations or similar (e.g. near a railway station), if available. The reason for testing a candidate in these areas is that when transporting passengers in his future work, the candidate will often have to make use of these areas.
- For category C1/D1 more attention should be paid to roads inside built-up areas, as the driver will drive more often on this type of roads once having obtained his driving licence.
- The special manoeuvres should be carried out on a special testing ground or on special parts of the road where such manoeuvring is possible, such as industrial areas.
- The flexibility of the test route (set routes versus flexible routes) should be left to each country according to national laws and customs.

⁴ Meant are roads with high speed and acceleration / deceleration lanes

2. Contents of the Practical Test

The practical test for category C1/D1 should have the same contents as the test for categories C, D and E. There are some slight differences though, with regards to the transport of goods and/or passengers. The contents of the test should be a reflection of the future driving task of the candidate and should allow an examiner to assess a candidate well.

Following items are recommended to be the minimum requirements for the tests of categories C1/D1, C, C+E, D, D+E.

1. safety check of the vehicle

The driver is responsible for the safety of his truck or bus. However, he is no mechanic and has no equipment for checking. He should therefore be able to check the most important items with his eyes.

A candidate should be able to check on his own, without the help of the examiner, the following items:

- tyres, wheels, wheelnuts, mudguards
- lights, reflectors, indicators
- brakes
- windscreen, windows, wipers
- mirrors
- fluids (e.g. engine oil, coolant, washer fluid)
- instrument panel incl. tachograph
- way of loading, securing the load

Additional items for categories C, C+E, D, D+E:

- air pressure, air tanks
- suspension

Additional items for categories C, C+E:

- body, sheets, cargo doors, loading mechanism, cabin locking

Additional items for categories C1/D1, D, D+E:

- body, passenger doors, emergency exits
- first aid equipment, fire extinguisher

Additional items for categories C1/D1+E, C+E, D+E:

- coupling mechanism
- brake and electrical connections

2. getting in and out of the car

- opening / closing the door
- adjusting seat (to length and weight of the driver)
- use of and adjusting safety belt and head rest
- adjusting rear-view mirrors

3. driving away
 - testing the brake at low speed, before driving away
 - after parking, after a stop in traffic
 - exiting a driveway
4. driving on straight roads and meeting oncoming traffic
5. driving in bends
6. crossroads
 - approaching and crossing of intersections and junctions
7. changing direction
 - left and right turns
 - changing lanes
8. approach / exit of motorways or similar (if available)
 - joining from the acceleration lane
 - leaving on the deceleration lane
9. overtaking / passing
 - overtaking other traffic (if possible)
 - driving past obstacles, eg. parked cars
 - being overtaken by other traffic
10. special parts of the road (if available)
 - roundabouts
 - railway crossings
 - tram / bus stops
 - pedestrian crossings
 - driving up- / downhill on long slopes

3. Special Manoeuvres

The special manoeuvres for category C1/D1 should be the same as for categories C, D and E. When defining the special manoeuvres, only the main items should be defined rather than going into detail. With each manoeuvre, the vehicle, the category and the surroundings designate the way in which the manoeuvre is to be carried out (around a corner, how far, in a slalom, on a slope, forward, backward, etc.).

The main items are:

- reversing
- turning
- parking
- slalom
- braking
- bus stop (cat. C1/D1, D)

A minimum of two manoeuvres should be carried out, at random. One of the manoeuvres should be:

- for categories C and C+E: parking safely for loading/unloading at a loading ramp/platform;
- for categories C1/D1, D and D+E: parking to let passengers in or out the bus safely.

For category E coupling and uncoupling should be an extra compulsory manoeuvre. At the starting point for the coupling manoeuvre, the vehicle and the trailer should stand at the side of each other.

During the reversing and parking manoeuvres technical equipment like sensors or rear cameras can be used and should be allowed.

4. Assessment Criteria

Each examiner should have a reference point for the assessment of a candidate, in order to be sure of assessing each candidate equally. Therefore, the workshop recommends following list of assessment criteria which an examiner should consider when assessing a candidate.

0. Defensive and social driving behaviour:

Defensive and social driving reflects the overall style of driving. The examiner should take this into account in the overall picture of a candidate.

- adapted and determined (safe) driving
- taking into account road and weather conditions
- taking into account other traffic
- taking into account the interests of other road users (particularly the more vulnerable)
- anticipation

1. Controlling the vehicle:

- proper use of safety belts, rear-view mirrors, head rest, seat
- proper use of lights and other equipment
- proper use of clutch, gearbox, accelerator, braking systems (including third braking system), steering wheel
- controlling the vehicle under different circumstances, at different speeds
- steadiness on the road
- taking into account the vehicle's dimensions, weight and characteristics
- taking into account the weight and kind of the load (C1/D1, C)
- taking into account the comfort of the passengers (C1/D1, D) (no fast acceleration, smoothly driving and no hard braking)

2. Observation:

- all-round observation
- proper use of mirrors
- long, near, middle distance vision

3. Priority / giving way:

- priority at crossroads, intersections and junctions
- giving way at other occasions (eg. changing direction, changing lanes, special manoeuvres)

4. Correct position on the road:

- proper position on the road, in lanes, on roundabouts, in bends, suitable for the type and the characteristics of the vehicle
- pre-positioning

5. Keeping distance:

- keeping adequate distance to the front and the side
- keeping adequate distance from other road users

6. Speed:

- not exceeding the maximum allowed speed
- adapting speed to weather/traffic conditions and where possible up to national speed limits
- driving at such speed that stopping within distance of the visible and free road is possible
- adapting speed to the speed of similar kind of road users

7. Traffic lights, road signs & other conditions:

- acting correctly at traffic lights
- obeying indications from traffic controllers
- acting correctly at road signs (prohibitions or commands)
- taking appropriate action of road markings

8. Signalling:

- giving signals where necessary, correctly and properly timed
- indicating directions correctly
- taking appropriate action of all signals by other road users

9. Braking and stopping:

- decelerating in time, braking or stopping according to the circumstances, if necessary using the third brake
- anticipating

Economically and environmentally friendly driving is included in points 0 and 1. If these two points are carried out properly, a candidate automatically drives economically and environmentally friendly.

Driving in darkness and under bad weather conditions should be tested if possible. A candidate is advised to have had some practical lessons under these circumstances, but for practical reasons it can't be a compulsory part of the test. However, it should be a compulsory part of vocational training.

A simulator to train these and other items can be used during the training. However, the test should take place in real traffic, on the road.

During the workshop, an elaborate discussion took place on whether a candidate can start the training for category C+E only after having passed the test for category C. The possession of a category B licence is obligatory before starting the training for categories C, C1/D1 and D.

Some workshop participants were of the opinion that the possession of a C licence before being allowed to start the training for category C+E would bring a delay to the candidates. They pointed to other education curricula, where it is possible to follow several courses at the same time.

The majority of the workshop participants however was of the opinion that it is necessary to learn to drive on the towing vehicle first before learning to drive on a combination ('someone should learn how to crawl before learning how to walk').

During the training period a candidate for categories C, C+E, D and D+E is advised to have one or more longer lessons (e.g. of three hours). A lot of accidents with involvement of heavy vehicles happen because of fading concentration, sleepiness, etc. However, it should be left to each candidate whether he wants to take such longer lessons.

5. Duration of the Practical Test

The practical test should be of such length to enable the examiner to get a good insight in the candidate's capabilities. It should be possible to check different items on different locations. Therefore, CIECA recommends a minimum net driving time of 50 minutes. On top of these 50 minutes extra time should be added for receiving the candidate, the safety check of the vehicle, the special manoeuvres and the debriefing. There should be no difference in net driving time between categories C1/D1 and categories C, D and E.

The elaboration of the net driving time from 45 minutes (directive 91/439/EEC) to 50 minutes is justified by the elaboration of the list of contents of the practical test and the increasing traffic density.

6. Waiting Period

The workshop marked that when having a minimum waiting period of one week between a first test and a retest in the theory test, this should logically also count for the practical test.

7. Place of the Examiner

Harmonising the place of the examiner is not possible because of different national laws concerning the legal responsibility over the vehicle. Therefore, the place of the examiner should be left to each country. CIECA recommends however the place being a proper seat from where the examiner can observe both the traffic and the candidate properly.

8. Presence of the Instructor

CIECA advises the instructor to be present at the test, because he should know how his candidate performs during the test and what kind of mistakes he possibly makes. However, this is an advise and should not be compulsory. EFA stated that they would like to see an obligation for the instructor to be present during the test. The workshop participants answered that this would not be possible because of different national laws.

9. Test Vehicle Requirements

The vehicle in which a test is passed should be a representative vehicle of its category. For the complete mode, see page 23. Following further requirements are recommended:

- All vehicles should fulfill the legal requirements, including those concerning the mirrors.
- All vehicles of these categories should be equipped with an authorised registration device, like for instance an E-tachograph or an electronic tachograph.
- All vehicles and combinations of vehicles should be capable of driving at least the maximum allowed speed in the country.
- All vehicles should have a cargo compartment with a closed box body. This should be at least as large and as high as the cabin of the vehicle.

Category C

- Vehicles of this category should be equipped with a gearbox having more than 8 forward ratios.
- Vehicles of the categories C and C+E could also be equipped as a tank truck and tank trailer.

Category D

- It should be possible to carry passengers during the test. This should not be obligatory. The same should count for a load.

C1/D1+E, C+E, D+E

- Countries may impose not only requirements on the length of vehicles, but also require a minimum wheel base if their legislation or vehicle registration demands it.
- Trailers should be equipped with a braking system according to the towing vehicle (and according to the relevant European Directive).

As far as the test vehicles of category C and D are concerned there should in the licensing no longer be made a difference between an automatic, semi-automatic and manual operated gearbox: a candidate passing his test in a vehicle with an automatic or semi-automatic gearbox should not get his licence restricted.

Some participants to the workshop commented that they think this would be dangerous, as a driver no longer is obliged to show his ability to drive a vehicle with a manual or semi-automatic gearbox, but is allowed to drive such a vehicle after the test.

Other participants replied that when looking at the industry, it becomes more and more difficult to find trucks with manual operated gearboxes. The gearboxes of the modern trucks are all in some way automatic. The representatives of the British, the Swedish and the Luxembourg CIECA members expressed their reservations towards this point.

Test Vehicle Requirements

	M.A.M.	Length	Length of Comb.	Width	Load
C1/D1	≥ 5,000 kg				no load compulsory
C1/D1+E	truck: ≥ 5,000 kg trailer: ≥ 1,250 kg				trailer: 90% of MAM (as in B+E)
C	≥ 12,000 kg	≥ 8.00 m		≥ 2.50 m	50% of loading mass minimum 3,000 kg
C+E	≥ 20,000 kg		≥ 14.00 m	≥ 2.50 m	50% of loading mass minimum 6,000 kg.
D	≥ 9 passengers	≥ 10.00 m		≥ 2.50 m	no passengers or load compulsory
D+E	trailer: ≥ 1,250 kg			≥ 2.50 m	bus: no passengers or load compulsory

IV Various Items Related to the Heavy Vehicles

1. Minimum Ages

Following minimum ages and related restrictions for categories C1/D1, C, D and E are recommended:

	18	21	24 ¹
C	Certificate of Professional Competence	no Certificate of Professional Competence required	
C+E	Certificate of Professional Competence	no Certificate of Professional Competence required	
C1/D1	≤ 8 passengers	> 8, <16 passengers	
D		* Certificate of Professional Competence: unrestricted * without Certificate of Professional Competence: restricted to 50 km radius (public service)	no Certificate of Professional Competence required
D+E		Certificate of Professional Competence	no Certificate of Professional Competence required

During the discussion, a remark was made about the difference in the minimum age requirements within the C1/D1 category, when this is one category. According to some workshop participants, this difference would take away the attractiveness that is sought after for this category.

The workshop answered that to their opinion, someone transporting passengers should be of a higher age because of the larger responsibility. It is known that the accident risk of 18 - 21 year olds is higher than that of over 21 year olds. With a category B licence, a driver is already allowed to transport up to 8 passengers. Therefore, the limit of the number of passengers for up to 21 year olds is defined at 8.

The difference in the minimum age requirements within the D category is based on directive 76/914/EEC. This difference in age is related to the responsibility of a driver transporting up to 60 passengers. Experience and responsibility are very important when driving a bus, and these two qualities come with age. For 21 year old drivers of category D without a Certificate of Professional Competence, there should be a restriction of a 50 km radius in public services for a period of two years, so that the driver can gain experience over a period of time on roads and in areas he is familiar with, at lower speeds.

¹ During the workshop the age of 23 was recommended for category D drivers without restrictions. During a discussion in the Permanent Bureau of CIECA, the remark was made that when looking at accident statistics it would be more logical to impose a minimum age of 24 for a category D driver without restrictions. An age of 24 would also be more in line with the recommended age requirements in the category A report: this way, there always is a period of three years between the different stages. The Permanent Bureau of CIECA accepted this remark and asked to change the report in this sense.

2. Maximum Ages

During the workshop the representative of the Director General of Transport asked the workshop's opinion about whether there should be a maximum age for drivers of heavy vehicles.

The workshop answered that to their opinion this item is regulated by medical checks. If the medical checks are positive, there is no reason not to let a driver continue his work, independent of his age. To have a maximum age would discriminate older drivers. According to the workshop participants it would not be a good idea to impose a maximum age.

3. Equivalence

Because of similarities between the trailer categories and / or broad experience of the driver, an equivalence should exist in the following case:

Possession of a driving licence of category C1/D1+E or category C+E plus category D should give automatic access to category D+E. However, C1/D1+E plus C should not automatically give the right to drive C+E.

Possession of a driving licence of category C should give automatic access to category C1/D1, with a limit of 8 passengers (see page 11).

Possession of a driving licence of category D should give automatic access to category C1/D1.

4. Periodical Training

In addition to the recommendation of bringing the category C and D drivers to a higher level, (see part I on the subcategories) CIECA proposes a periodical training for these drivers every five years. In five years time a lot of regulations can change and new developments occur. A refreshing up of the knowledge of the driver every five years (theory and practice) could enhance road safety.

The exact contents of such a training should be defined clearly and for all countries. It should at least contain an evaluation of the driving, information on new regulations and new vehicle developments. It should also contain elements like driving under difficult circumstances (bad weather, mountain areas, etc.). There should be no compulsory driving test at the end of such a training. Parts of the training could possibly be done on a simulator.

5. Very Long and Very High Vehicles

Very long vehicles and very high vehicles (trucks of over 25 m length, long busses and busses with high seats) have different characteristics in the driving behaviour than "normal" C and D vehicles. Although a separate licence category would not be necessary, an extra certificate could be thought of for the driver of such a vehicle (additional training). This should however be a national option.

6. Agricultural Vehicles and Working Machines

Slow driving, very heavy vehicles (working machines and agricultural vehicles) make use of public roads more and more frequently. At the moment, there is no separate licence category for these vehicles. The feeling was expressed that in this field it is necessary to take actions: this type of vehicles should compose a category on its own, with its own licence and its own theory and practical test.

The question was raised whether such a category should not be a national option. However, the majority of the workshop was in favour of a harmonised European category. CIECA proposes a study on this subject.

Conclusion

In this report the results of the CIECA study on the theory and the practical test for categories C and D, their trailer- and subcategories are published.

The results of this study have been achieved during a CIECA workshop in which 37 experts from 17 countries and 3 external organisations participated.

The experts in this working field having taken part in the discussions came to a number of conclusions and recommendations concerning the harmonisation of the subcategories, the theory and the practical test. These recommendations are the result of discussions between the workshop participants and must be seen as best practice solutions. It should be pointed out here that the opinions expressed in this report are not the *official* opinions of the participating countries, but the thoughts of experts in the working field. The experts are of the opinion that these recommendations could help in further harmonising the subcategories and the theory and the practical test for the heavy vehicles.

On the next page the most important recommendations are summarised.

List of Recommendations

1. Subcategories:

Eliminate the current subcategories C1 and D1. Create one combined subcategory C1/D1 with an MAM of over 3,5t and under 6t, having no more than 16 seats, used for the transport of goods or for the carriage of no more than 16 passengers. There should be no staged access.

2. Theory test:

- Moment: before the practical test
- Form: to be left to the countries
- Waiting period between two tests: minimum one week
- Validity of the theory test certificate: maximum one year
- Organisation: two possibilities: two separate tests, or combine C and C+E test in one theory test
- Contents: the basis is the test for category B, supplementary items for each specific category should be added. The contents of the current Certificate of Professional Competence (CPC) should be brought into the driving licence tests. The contents of the CPC should be redefined. A list of recommended contents for the theory test has been defined.

3. Practical test:

- Location: motorways or similar, roads outside built-up areas, roads inside built-up areas. For each category further specific criteria are defined.
- Contents: the contents should be a reflection of the future driving task of the candidate and should allow an examiner to assess a candidate well. A list of recommended contents is defined.
- Special manoeuvres: only the main items are defined. For each manoeuvre, the vehicle, the category and the surroundings designate the way in which the manoeuvre is to be carried out (around a corner, how far, in a slalom, on a slope, forward, backward, etc.). The main items are reversing, turning, parking, slalom, braking and a bus stop (cat. C1/D1, D). A minimum of two manoeuvres should be carried out, one of which is defined. For category E coupling and uncoupling is an extra compulsory manoeuvre.
- Assessment criteria: the assessment criteria should give an examiner the tools to assess each candidate equally. A list of assessment criteria is defined.
- Duration: the practical test should have a minimum net driving time of 50 minutes. Extra time should be spent on receiving the candidate, the technical check of the vehicle, the special manoeuvres and the debriefing.

- Waiting period between two tests: there should be a minimum waiting period of one week between two tests when failing a practical test.
- Place of the examiner: the examiner should have a proper seat from where he can observe both the traffic and the candidate properly.
- Test vehicle requirements: the vehicle in which a test is passed should be a representative vehicle of its category. A list of test vehicle requirements is defined.

4. Various items:

- Minimum ages:

Category C and C+E:	18 (with CPC)
	21 (no CPC required)
Category C1/D1:	18 (\leq 8 passengers)
	21 ($>$ 8 passengers)
Category D and D+E:	21 (with CPC or limited to 50 km radius)
	24 (no CPC required)
- Equivalence:
 - C1/D1+E or C+E licence plus D: automatic access to D+E.
 - C: automatic access to C1/D1, with a limit of 8 passengers (see page 11).
 - D: automatic access to category C1/D1.
- Periodical training: Drivers of category C and D vehicles should undergo a periodical training every five years. This periodical training should be defined for all countries.
- Agricultural vehicles and working machines: these vehicles should compose a harmonised category of its own. CIECA proposes a study to the minimum requirements for such a category.

Annex

Annex I: Summary of Minibuses in Relation to the Weight and the Number of Seats¹

	Citroen Relay 1000/1400	Citroen Relay 1800	Ford Transit Tourneo	Ford Transit 12/15 seat minibus	Ford Transit 17 seat minibus
MAM (kg)	2800/3250	3700	2570	2770/3300	3500
Number of seats	12 max	15/17	8/9 max	12/15 max	17 max

	Iveco A49.10 Daily Coach Charter	Iveco Turbo Daily 35.8/35.10/35.12	Iveco Euromidi	Iveco Turbo Daily HRV 40.10/45.10/49.10	Iveco Turbo Daily 59.12 Hi-Cube 17
MAM (kg)	5000	3500	10000	4200/4500/5000	6000
Number of seats	18 max	14	35-37	15	18

	LCB Marlin	LDV Pilot	LDV Convoy 13 seat Minibus	Marshall SLF Minibus	Mercedes-Benz Sprinter 310D/410D
MAM (kg)	6200	?	3100	9200	3500/4250/4600
Number of seats	23	12 max	13 max	29 max	12/15

	Mercedes-Benz 612D Van	Mercedes-Benz Traveliner TL13/16	Optare MetroRider City Bus	Optare Solo	Peugeot Boxer 12 Seater
MAM (kg)	6000	3100/3500	8400	10.000	3000
Number of seats	16/19	13/16	32 max, + standees	37 max	12 max

¹ Source: Minihandbook 1998, Landor Publishing / EMAP Automotive, London 1998

	Peugeot Boxer 15 Seater	Renault Traffic	Toyota Optimo IV	Toyota PowerBus 9/12	Volkswagen Caravelle CL
MAM (kg)	3700	2800	6300	2800	2700
Number of seats	15 max	12	18/21	12 max	10 max

	Volkswagen Transporter LWB	Volkswagen LT 35 MWB/LWB
MAM (kg)	2800	3500
Number of seats	12	12-17

Annex II: Percentages of Vocational Training / Training in Driving Schools

Following percentages of candidates for a category C or D driving licence follow a vocational training or go to driving schools in the countries from which CIECA members participated to the workshop:

	vocational training	driving schools
Austria	5%	95%
Belgium	5%	95%
Croatia	50%	50%
Estonia	-	100%
Finland	10%	90%
France	10%	90%
Germany	5-10%	90-95%
Great Britain	5%	95%
Hungary	-	100%
Luxembourg	-	100%
Israel	5%	95%
Monaco	-	100%
Norway	5%	95%
Netherlands	50%	50%
Spain	-	100%
Sweden	50%	50%
Tunisia	< 50%	> 50%

Annex III: Numbers of C1 and D1 Tests Taken

	C1	D1	Year / Period
Austria	0	X	1999
Belgium ¹	21	6	January-June 1999
Finland	X	300	1999
Germany ²	± 250	± 300	1999
Great Britain	291	1337	April-November 1999
Ireland	150	775	1998
Luxembourg	7	1	1998
Norway	± 1000	5800	1999
Spain	6138	433	1998
Switzerland	625	1500	1998

¹ In Belgium the subcategories are introduced on 1 October 1998. There has been a transition period of 6 months.

² In Germany the subcategories are introduced on 1 January 1999. There has been a transition period of 6 months.

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Annex V:

Theory Questions Concerning the Safety and Comfort of Passengers

Austria

Fragenkatalog

Frage : 1868
Zus.Fr : 1869

Kategorie : 1
Bewertung : 3

Frage-ID : D
Thema : 300 Vorschriften-D

L. Änd.: 06.02.1998 12:45

Wie müssen Sie Ihren Omnibus kennzeichnen, wenn Sie einen Schülertransport durchführen?

- Durch eine gelbrote rechteckige Tafel mit dem Kindersymbol an der Rückseite des Busses
- Durch eine gelbrote rechteckige Tafel mit dem Kindersymbol an der Vorderseite des Busses
- Durch gelbrote rechteckige Tafeln mit dem Kindersymbol an den Seitenwänden des Busses
- Durch die Aufschrift Schülertransport im Zielschild

Frage : 1869
Zus.Fr : 0

Kategorie : 0
Bewertung : 2

Frage-ID : D.A
Thema : 300 Vorschriften-D

L. Änd.: 02.07.1997 10:42

Was haben Sie zu beachten, wenn Sie an der Haltestelle Kinder aus dem Schulbus aussteigen lassen?

- Ich muß die Alarmblinkanlage einschalten
- Ich muß zusätzliche Warnleuchten, welche in der Heckscheibe oder am Dach des Busses montiert sind, einschalten
- Ich muß den rechten Blinker einschalten
- Ich muß Warnzeichen mit der Hupe abgeben

Fragenkatalog

Frage : 1888

Kategorie : 1

Frage-ID : D

L. Änd.: 29.10.1997 22:45

Zus.Fr : 1889

Bewertung : 3

Thema : 301 Ausstattung Omnibus

Welche Ausstattungsgegenstände
müssen Sie in einem Omnibus
mitführen?

- Feuerlöscher
- Verbandskasten
- Ersatzsicherungen
- Funkgerät

Frage : 1889

Kategorie : 0

Frage-ID : D.A

L. Änd.: 05.11.1997 16:14

Zus.Fr : 0

Bewertung : 2

Thema : 301 Ausstattung Omnibus

In welchen Zeitabständen muß der
Feuerlöscher eines Omnibusses
überprüft werden?

- Alle 2 Jahre
- Jedes Jahr
- Halbjährlich
- Alle 3 Jahre

Fragenkatalog

Frage : 3607

Kategorie : 0

Frage-ID : D

L. Änd. : 09.12.1997 15:55

Zus.Fr : 3609

Bewertung : 1

Thema : 301 Ausstattung Omnibus

Welche Ausstattungsgegenstände müssen Sie in einem Omnibus mit 10 t höchstem zulässigen Gesamtgewicht mitführen?

- Ein Pannendreieck
- 2 Unterlegkeile
- Ein Autoradio zum Abhören der Verkehrsnachrichten
- Einen Verbandskasten mit festgelegtem Mindestinhalt

Frage : 3609

Kategorie : 0

Frage-ID : D.A

L. Änd. : 03.11.1997 18:16

Zus.Fr : 0

Bewertung : 1

Thema : 301 Ausstattung Omnibus

Wo bewahren Sie den Verbandskasten Ihres Omnibusses auf?

- An einer dauernd leicht zugänglichen Stelle
- An einer deutlich gekennzeichneten Stelle
- Im Kofferraum
- Im Motorraum

Fragenkatalog

Frage : 4005

Kategorie : 1

Frage-ID : D

L. Änd. : 29.10.1997 22:50

Zus.Fr : 4006

Bewertung : 3

Thema : 302 Aufbau Omnibusses

Worauf achten Sie bei den
Einstiegen Ihres Omnibusses?

- Die Einstiege müssen gleitsicher sein
- Die Griffstangen der Einstiege müssen sauber sein
- Die Einstiege müssen auch bei Tag beleuchtet sein
- Als Einstieg darf nur die hintere Tür des Omnibusses verwendet werden

Frage : 4006

Kategorie : 0

Frage-ID : D.A

L. Änd. : 03.11.1997 18:18

Zus.Fr : 0

Bewertung : 2

Thema : 302 Aufbau Omnibusses

Warum ist eine Luftfederung bei
einem Omnibus vorteilhaft?

- Die Einstiegshöhe verändert sich durch verschieden hohe Beladung nicht
- Die Aufbauneigung in Kurven wird minimiert
- Die Einstiegshöhe kann bei Bedarf abgesenkt werden
- Bei Omnibussen mit Luftfederung entfällt die Zwischenüberprüfung

Fragenkatalog

Frage : 4022

Kategorie : 1

Frage-ID : D

L. Änd. : 29.10.1997 22:50

Zus.Fr : 4023

Bewertung : 3

Thema : 302 Aufbau Omnibusses

Worauf müssen Sie bei fremdkraftbetätigten Fahrgasttüren in Ihrem Omnibus achten?

- Vorhandene Einklemmschutz-Vorrichtungen müssen funktionieren
- Beim Schließen der Türen muß ich darauf achten, daß keine Personen eingeklemmt werden
- Mit Omnibussen, die mit fremdkraftbetätigten Türen ausgestattet sind, darf ich keine Schülertransporte durchführen
- Während der Fahrt müssen die Fahrgasttüren mechanisch verriegelt werden

Frage : 4023

Kategorie : 0

Frage-ID : D.A

L. Änd. : 09.12.1997 22:25

Zus.Fr : 0

Bewertung : 2

Thema : 302 Aufbau Omnibusses

Wie können Sie die Fahrgäste aus dem Omnibus befreien, wenn sich die pneumatischen Türen nicht öffnen lassen?

- Durch Betätigen des Nothahnes und händisches Öffnen der Türen
- Durch Öffnen der Notausstiegsfenster
- Durch Zertrümmern der Fenster mittels Nothammer
- Durch Entriegeln der pneumatischen Kofferraumsperr

Fragenkatalog

Frage : 4025

Kategorie : 1

Frage-ID : D

L. Änd. : 29.10.1997 22:50

Zus.Fr : 4026

Bewertung : 3

Thema : 302 Aufbau Omnibusses

Wie öffnen Sie den Notausstieg
eines Omnibusses?

- Scheibe auswerfen mit Hilfe einer Reißleine
- Scheibe zertrümmern mit Hilfe eines Hammers
- Scheibe mit Hilfe einer Handkurbel öffnen
- Absprengen einer Dachluke mit Hilfe eines Handgriffes

Frage : 4026

Kategorie : 0

Frage-ID : D.A

L. Änd. : 24.06.1998 17:08

Zus.Fr : 0

Bewertung : 2

Thema : 302 Aufbau Omnibusses

Worauf achten Sie bei der
Verwendung eines Schikorbes?

- Der Schikorb darf die Kennzeichentafel des Omnibusses nicht verdecken
- Der Schikorb darf die Benutzbarkeit von Notausstiegswindfenster nicht beeinträchtigen
- Der Schikorb darf das Heckfenster keinesfalls verdecken
- Ein Schikorb darf bei Stockbussen nicht verwendet werden

Fragenkatalog

Frage : 4014

Kategorie : 1

Frage-ID : D

L. Änd.: 05.11.1997 16:23

Zus.Fr : 4030

Bewertung : 3

Thema : 305 Fahrdienst-D

Dürfen die Fahrgäste im Omnibus rauchen?

- Nur im Gelegenheitsverkehr
- Nur im Linienverkehr
- Nur auf Fahrtstrecken über 100 km Länge
- Nein

Frage : 4030

Kategorie : 0

Frage-ID : D.A

L. Änd.: 05.11.1997 15:28

Zus.Fr : 0

Bewertung : 2

Thema : 305 Fahrdienst-D

Bei welcher Einsatzart des Busses sind Stehplätze erlaubt?

- Im Linienverkehr
- Im Gelegenheitsverkehr
- Bei jeder Einsatzart eines Busses
- Nur beim Schülertransport

Fragenkatalog

Frage : 3415

Kategorie : 0

Frage-ID : D

L. Änd.: 09.12.1997 15:51

Zus.Fr : 3416

Bewertung : 1

Thema : 309 Fahr- und Parkverbote

Sie wollen Fahrgäste aus Ihrem
Omnibus aussteigen lassen. Dürfen
Sie dies im Bereich eines Halte-
und Parkverbotes?

- Nein
- Ja, wenn es durch eine Zusatztafel gestattet ist
- Ja, aber nur für die Dauer von 10 Minuten
- Ja, aber nur wenn keine anderen Verkehrsteilnehmer behindert werden

Frage : 3416

Kategorie : 0

Frage-ID : D.A

L. Änd.: 03.11.1997 18:15

Zus.Fr : 0

Bewertung : 1

Thema : 309 Fahr- und Parkverbote

Sie wollen Fahrgäste aus Ihrem
Omnibus aussteigen lassen. Dürfen
Sie dies im Bereich einer Straßen-
bahnhaltestelle?

- Ja, solange die Straßenbahn nicht behindert wird
- Ja, außerhalb der Betriebszeiten der Straßenbahn
- Nein
- Ja, solange die Straßenbahn nicht länger als 10 Minuten warten muß

Estonia

BUS DRIVERS (D-CATEGORY) QUALIFICATION TEST

1. What of the following can annoy a passenger?

- a. the driver's untidy look
- b. untidy bus interior
- c. bus driver's arrogant behaviour
- d. polite greeting

2. How can a bus driver provide pleasant transport services to a passenger?

- a. by accurate look and wearing a uniform
- b. with a bus that is clean and in good technical condition
- c. using smooth and comfortable driving style
- d. by turning on loud music to be heard by the passengers

3. What are the important factors in providing accurate services to passengers?

- a. good communication skills
- b. polite, respectful behaviour towards the passengers
- c. giving orders to passengers in a loud voice
- d. maintaining self-control in any situation

4. What are the driver's responsibilities in case of an emergency stop?

- a. inform the passengers about the circumstances
- b. switch on hazard warning lights and use reflective warning triangle
- c. ensure the safety of passengers during the halt

5. What must be checked by the bus driver in the bus before departure?

- a. whether handles are fastened correctly
- b. whether seats are clean and tightly fastened
- c. whether the mechanisms for opening and closing bus doors are in order
- d. whether the interior lights are in order

6. What does a bus driver have to do in case of fire in the bus?

- a. immediately go and seek for help
- b. see that the passengers immediately leave the bus
- c. provide first aid to passengers, if necessary
- d. arrange the fire to be extinguished

7. What are the possibilities a bus driver can use to increase the passengers' safety level?

- a. further professional training of the bus driver
- b. avoid any risks while driving
- c. to evaluate the traffic situation properly

8. What are the factors a bus driver has to take into consideration to ensure safe driving?

- a. possible effect of side wind
- b. number of passengers and their location in the bus
- c. longer braking time and distance from other vehicles

9. Do the bus driver and passengers have to fasten their seat belts, if the bus is equipped with these?

- a. only passengers do
- b. only the bus driver does
- c. both passengers and the bus driver have to fasten the seat belts

10. Which professional qualities of a bus driver contribute to the safety of passengers?

- a. appropriate assessment of circumstances
- b. swiftly responding to changing circumstances
- c. good eye for visual judgement
- d. taking risks

11. How should a bus driver act if the route cannot be continued due to reasons beyond the control of the driver (slippery icy roads, snow storm, etc.)?

- a. informs calmly the passengers about the reasons of stopping
- b. assesses the situation and decides to return to the starting point of the route, if necessary
- c. tries to continue the trip whatever it takes
- d. switches on an additional heating system to ensure the convenience of passengers

12. What is the right behaviour of a bus driver who has participated in a traffic accident?

- a. stop as quickly as possible avoiding other possible accidents
- b. immediately switch on hazard warning lights
- c. find out whether there are any injured persons or casualties in the bus
- d. provide first aid to those injured.

France

OBJET : *Questions théoriques D concernant la sécurité et le confort des passagers.
Evacuation d'urgence.*

QUESTIONS ORALES :

Fiche n°2 : SECURITE / SPECIFIQUE D ET E(D)
Consignes d'évacuation en cas d'accident (explication et démonstration).

Fiche n°6 : SECURITE / LE STATIONNEMENT
Lors des chargements et déchargements :
- en D et E(D) être très attentif lors de la descente et de la montée des voyageurs.
Lorsqu'il s'agit des transports d'enfants, utiliser les feux de détresse.

QUESTIONS ECRITES :

A quelle condition doit satisfaire un véhicule réservé au transport d'enfants, lorsque celui-ci est équipé d'une porte arrière dont le déverrouillage ne peut être commandé du poste du conducteur ?

Dans un autocar effectuant un transport d'enfants, combien d'enfants de moins de 11 ans peuvent occuper une banquette double sans accoudoir central ?

Dans un autocar effectuant un transport scolaire, combien d'enfants de 15 ans peuvent occuper une banquette double sans accoudoir central ?

Dans un autocar neuf, les passagers doivent-ils obligatoirement attacher la ceinture de sécurité ?

Dans un véhicule de transport en commun, où la mention « issue de secours » doit-elle être inscrite de façon lisible ?

En rase campagne, dans un véhicule de transport en commun d'enfants, ceux-ci peuvent-ils voyager debout ?

Le transport de voyageurs en position couchée est-il possible dans un autocar aménagé à cet effet ?

Les autocars à deux étages peuvent-ils, par construction, transporter des voyageurs debout à l'étage inférieur ?

Les autocars à deux étages peuvent-ils, par construction, transporter des voyageurs debout à l'étage supérieur ?

Lors de l'ouverture des portes, les accès au véhicule doivent-ils être éclairés ?

Peut-on transporter des passagers dans une remorque attelée à un autocar ?

Un véhicule de transport en commun utilisé occasionnellement pour le transport d'enfants doit-il être équipé de feux de détresse ?

Un commande de coupe-batterie est-elle obligatoire sur un véhicule de transport en commun près du poste de conduite ?

Une remorque attelée à un autocar peut-elle transporter des personnes ?

Vous conduisez un véhicule affecté au transport d'enfants. Lors de la montée et de la descente des enfants, de quels feux devez-vous faire usage ?

Germany

Theoretical questions in regard to the safety and comfort of the Passengers

2 When can a fast driving vehicle with a high body break out to the side on a dry, straight street ?

- 1 If caught suddenly by a strong sidewind.
- 1 If suddenly an object appears.
- 1 If a tire explodes.

2 Your driving with a bus outside the city-limits on a road with a single lane for each direction. Which distance do you usually have to keep towards the vehicle in front of you ?

- 1 The distance has to be big enough to allow a vehicle, that is overtaking to fit in the gap.
- 1 The distance should not exceed 10 m to make good use of the traffic-space.

2 What do you have to do to prevent a dual-axle vehicle from rolling down a descent ?

- 1 Apply parking brake.
- 1 Insert the busstop-brakes
- 1 Put a chock in front of a hind wheel.

2 Due to fog the visual range is only about 50 m. What is the procedure for vehicles with a max. weight exceeding 7,5 t in this case?

- 1 On country roads overtaking is forbidden.
- 1 On motorways it is allowed to overtake.
- 1 The max. allowed speed on all roads is 50 km/h.

2 What do you have to do in wintertime ?

- 1 You have to be able to see through the side windows
- 1 The steps have to be snow- and ice-free.
- 1 The floor cannot be slippery.

2 You are driving down a descent that you underestimated with a full bus. The speed accelerates despite the permanent brake in use. What do you have to do?

- 1 Brake with the operational brakes to be able to lower the gears.
- 1 Turn off the permanent brake and hold the speed only with the operational brake.

2 What do you have to check at the emergency exits before driving off?

- 1 If they are lightened as required.
- 1 If they are blocked by luggage or other items.
- 1 If the necessary equipment to open them is there.

2 You want to leave a busstop with your regular bus. What is the correct procedure?

- 1 Start blinking right before driving off.
- 1 While entering into the flowing traffic turn on the warning flasher.
- 1 Don't force entry into the flowing traffic.

2 When are you allowed to transport a Passenger lying down ?

- 1 If they are secured by built in safety belts.
- 1 If the back rest can be reclined to a lying position.
- 1 If the registration papers show the entry of Passenger-beds.

2 What does the busdriver have to pay attention to when leaving a busstop ?

- 1 All doors have to be closed properly.
- 1 Nobody may be in front of the bus.
- 1 The flowing traffic might not be endangered.

2 What do you have to take care of when transporting luggage ?

- 1 Luggage can only be transported in the designated area.
- 1 Entrance and exit have to be free as well as the passageway.
- 1 The luggage has to be stowed away safely.

2 What can the driver of a schoolbus encounter at a busstop ?

with children that:

- 1 try to enter the bus while the doors are closing.
- 1 press themselves in the full bus.

Drivers of vehicles in Cat. D have to drive secure and skilful in the traffic. Neither at accelerating nor at a possible emergency brake shall the Passenger be endangered.

A well balanced driving style is required.

Also in stress situations, the driver has to be in charge of things. This requires a sufficient and longer driving experience on similar vehicles. To be able to drive a vehicle of Cat. D the driver has to proof a two year driving experience (logbook, etc).

At the test for Cat. D driving practice has to be required, opposite to all other CAT where the driving ability is sufficient.

For the behaviour in emergency situations the requirement in Germany is as follows: each applicant for Lorry and Bus has to take part in a First-Aid-Training.

This consists of 8 double-hours. Each driver has to know the right amount of First-Aid-Kits and their contents as required by law for their vehicle.

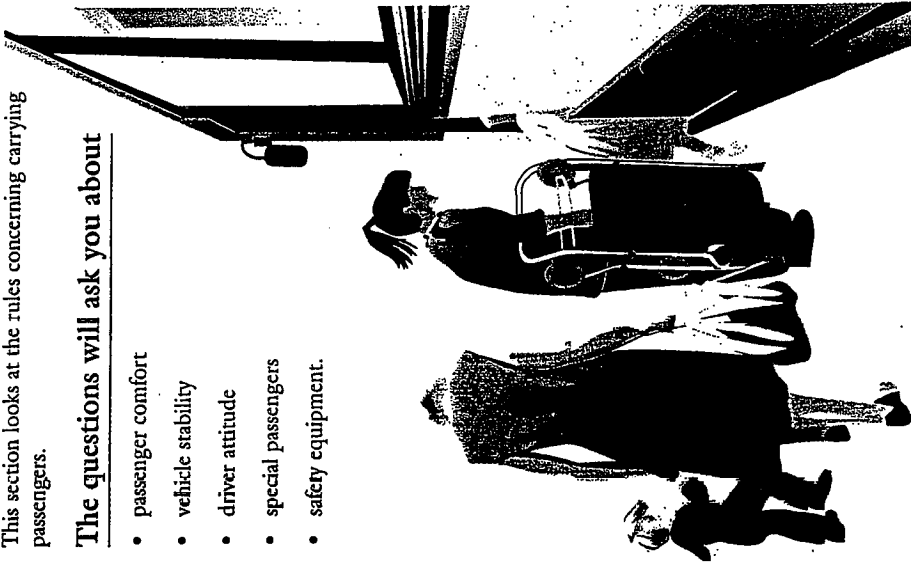
Great Britain

SECTION 5 CARRYING PASSENGERS

This section looks at the rules concerning carrying passengers.

The questions will ask you about

- passenger comfort
- vehicle stability
- driver attitude
- special passengers
- safety equipment.



CARRYING PASSENGERS

Answer

X Overhanging trees

Where a road has a steep camber, that is, where the road dips towards the kerb, there are dangers that you must be aware of. As the nearside wheels will be lower this causes the vehicle to lean towards the pavement or verge. You must therefore look out for

- overhanging trees
- lamp posts
- bus stop roofs.

Answer

X passengers

Consideration for your passengers can be shown in numerous ways. Be courteous at all times. Give them time to get seated before moving away.

Some passengers have special needs. Allow them to be independent, but be prepared to help if necessary.

Look out for those who may not be able to see or hear your bus coming.

Answers

X assist passengers with special needs

X help passengers unfamiliar with the service

Showing consideration to passengers goes a long way – whether they have special needs or not. Try to imagine what assistance you would like if you were in their position.

8009 4-14-33 (0.99)
QUESTION

What would you have to be especially aware of when driving a double-deck bus on a road with a steep camber?

Mark one answer

- Keep Left Islands
- A smooth road surface
- Pedestrian crossings
- Overhanging trees

80623

QUESTION

As a bus driver your first consideration is to your

Mark one answer

- timetable
- passengers
- employer
- workmates

80846

QUESTION

You are driving a double-deck bus. Passenger care is important. You should

Mark two answers

- assist passengers with special needs
- provide a commentary of the route
- listen to passengers while driving
- help passengers unfamiliar with the service
- carry passengers luggage upstairs

80624

Question 54

As a bus driver your main responsibility is

Mark one answer

- the safety and comfort of your passengers
- keeping to a strict timetable
- the collecting of fares
- the issuing of tickets

80812

Question 55

As a bus driver you should show care to your passengers. You can do this by

Mark two answers

- stopping close to the kerb
- reaching destinations early
- not speaking when taking fares
- giving them time to get seated

80633

Question 56

What is the MAIN reason for using smooth acceleration when driving your bus?

Mark one answer

- To reduce wear on the tyres
- To reduce wear on the engine
- To improve fuel consumption
- To improve passenger comfort

Answer

the safety and comfort of your passengers

You should deliver them to their destination

- safely
- on time
- efficiently
- courteously

Answers

stopping close to the kerb

giving them time to get seated

Ensure that you stop the vehicle where it is safe and convenient for your passengers to get on and off.

Acceleration as you move off can easily unsteady a passenger; try to wait until all passengers are seated or settled before moving off.

Answer

To improve passenger comfort

Operators often publicise journeys as being

- comfortable
- convenient
- fast
- trouble free.

You are an important factor in delivering this standard of service.

CARRYING PASSENGERS

Answers

the safety of your passengers

the comfort of your passengers

A bus driver should create the best possible image by setting a good example for others to follow.

Adopting the correct attitude will help you fulfil your main priority, which is the safety and comfort of your passengers.

Answer

plan ahead and take early action on all stops and hazards

As the driver of a bus, your first duty is to your passengers. You're delivering a service to paying customers who wish to reach their destination comfortably and safely. Set yourself a high professional standard and take pride in your work.

You must ensure that you have a comprehensive knowledge of *The Highway Code* and other matters relating to vehicle and passenger safety.

Answer

the front of the bus

When approaching hazards or bus stops you should always be aware of what your passengers are doing.

Late, harsh braking as they leave their seats can take passengers by surprise and cause them to fall over, possibly injuring themselves or others.

80634

Question 57

When driving a bus, your MAIN priorities should be

Mark two answers

- the safety of your passengers
- the comfort of your passengers
- keeping strictly to your timetable
- greeting all passengers with a smile
- making sure passengers take their luggage

80064

Question 58

For the comfort of your passengers harsh braking should be avoided. You should

Mark one answer

- pump the brakes when approaching a bus stop or hazard
- use the gears to slow down
- use the parking brake just before stopping to avoid throwing passengers forward
- plan ahead and take early action on all stops and hazards

80640

Question 59

A bus driver brakes harshly. Passengers may be thrown towards

Mark one answer

- the front of the bus
- the rear of the bus
- the nearside
- the offside

80071 415-7 (0-98)
Question 510
 How can you avoid harsh braking?

- Mark one answer**
- Gently apply the parking brake
 - Plan ahead and take early action
 - Slow down by using your gears only
 - Pump the brake pedal several times

80636
Question 511
 On which TWO occasions would passengers be most likely to notice weight transfer?

- Mark two answers**
- Braking
 - Cornering
 - Reversing
 - Overtaking

80262
Question 512
 Well ahead of you are traffic lights on green. What should you do in case the lights change to red?

- Mark one answer**
- Accelerate to make sure you can cross before they change
 - Slow down to avoid the need to stop suddenly
 - Accelerate, but warn your passengers you may have to stop
 - Carry on at a constant speed, but be ready to sound your horn

Answer
 Plan ahead and take early action

Always look well ahead. Early planning and anticipation will help you to avoid braking harshly. As a bus driver you'll have paying customers on board, and they won't want to be thrown forward every time you deal with a hazard.

Answers
 Braking
 Cornering

A smooth ride at all times is not always easy to achieve. However, driving in a professional manner will help you eliminate late braking and taking corners too fast.

Answer
 Slow down to avoid the need to stop suddenly

If you're approaching a set of traffic lights and they've been on green for a while, anticipate their changing. Ease off the accelerator and be ready to come to a gradual stop if they change. Don't drive up to them trying to beat the red light. The lights will more than likely change as you come closer, causing you to brake late and harshly. Think of your passengers.

CARRYING PASSENGERS

Answer
 the rear of the bus

After boarding passengers, accelerating to build up speed while they are still in the aisle can easily cause them to lose their balance and sustain unnecessary injury.

A few seconds delay to allow them time to get seated will make little difference to your overall journey time.

BE PROFESSIONAL – BE PATIENT.

Answer
 passengers

Passengers are very vulnerable when they are standing in a moving vehicle. Inconsiderate use of the footbrake can easily cause injury to your passengers, especially the young or infirm, who may not wait until you have stopped before they leave their seat. Consider that it may even be your driving style that has encouraged them to leave their seat early, because they don't want to feel responsible for holding you up.

Answer
 the outside of the bend

Turning or travelling around bends too quickly will push passengers sideways. In addition, the weight of the passengers being transferred to one side of the vehicle will make it even more unstable. This in turn will make steering out of the bend more difficult.

80639
Question 513 418-33 (0-94)
 A bus driver accelerates sharply. Passengers may be thrown towards

- Mark one answer**
- the rear of the bus
 - the front of the bus
 - the nearside
 - the offside

80644
Question 514
 A bus driver should avoid stopping harshly MOSTLY for the benefit of the

- Mark one answer**
- tyres
 - brakes
 - passengers
 - suspension

80075
Question 515 415-33 (0-94)
 If a bus takes a bend too fast passengers may be thrown towards

- Mark one answer**
- the outside of the bend
 - the inside of the bend
 - the front of the bus
 - the rear of the bus

80610

Question 516

For the safety and comfort of your passengers you should

Mark three answers

- brake smoothly
- think well ahead
- stop close to the kerb
- brake hard on a bend
- give change on the move
- drive with the door open

80864

Question 517

Before moving off from a standstill, a bus driver should be especially aware of passengers who attempt to

Mark two answers

- change seats
- smoke
- ask you questions
- get off
- get on
- refuse to pay

80871

Question 518

As you move off ~~in-year~~ bus watch out, in particular, for the passenger who attempts to

Mark two answers

- smoke in the lower saloon
- stand in the upper saloon
- avoid paying the correct fare
- board the bus
- alight from the bus
- use an expired travel pass

Answers

- brake smoothly
- think well ahead
- stop close to the kerb

How well you look after your passengers and drive your bus is a measure of your professionalism. Dealing competently and safely with hazards and other road users is expected. Making that extra effort, especially when under pressure, is appreciated by your passengers.

Answers

- get off
- get on

Check your nearside external and internal mirrors before you move away, to check for anyone attempting to board or leave your vehicle.

Always give passengers time to get seated safely before you move away.

Answers

- board the bus
- alight from the bus

Always check your nearside mirror before moving away, a passenger may be attempting to open the door to board the bus or running to jump aboard an open platform. Always check for passengers attempting to get off the bus as you move away.

CARRYING PASSENGERS

Answers

- the vehicle is being reversed
- a valid medical exemption certificate is held by the driver

If your vehicle is fitted with a seat belt you must wear it, unless you're exempt for medical reasons. Seat belts save lives. If the fitting of the belt is uncomfortable and it prevents you obtaining a safe driving position, report this to your employer. If it isn't right for you, it's likely that it won't be right for other drivers either.

Answer

- at all times

As the driver of a bus you may be responsible for several passengers at any given time. If a situation occurs where you have to brake or steer harshly in an emergency, your passengers could be thrown about the vehicle in different directions. Due to the necessary fittings on board, such as luggage racks, handrails and poles, there's a great danger of injury. If seat belts are provided for passengers, they should wear them. Seat belts save lives.

Answer

- A fire extinguisher

Every bus must carry a fire extinguisher. Make sure that you know where it's located and how to use it so that you're fully prepared in the event of a fire.

80256 415-18

Question 519

The driver of a bus should wear a seat belt if one is fitted UNLESS

Mark two answers

- the seat belt is particularly uncomfortable
- the vehicle is being reversed
- a valid medical exemption certificate is held by the driver
- the belt is of the lap-only type
- the passengers carried are children

80166

Question 520

When seat belts are fitted in a bus your passengers SHOULD wear them

Mark one answer

- on journeys over distances of 25 km (15.5 miles)
- only when travelling in EC countries
- only when travelling on motorways
- at all times

80061 414-7

Question 521

Which of the following is a legal requirement for every bus?

Mark one answer

- A fire extinguisher
- A current timetable
- A mobile phone or radio
- A working tachograph

80618

Question 522

The location of which of the following MUST be clearly labelled on a bus?

Mark three answers

- Air vents
- First aid equipment
- Vehicle length
- Route timetables
- Fuel cut-off switch
- Fire extinguisher

Answers

- First aid equipment
- Fuel cut-off switch
- Fire extinguisher

Knowing the location of first aid equipment, the fuel cut-off device and the fire extinguisher is essential on every PCV that you drive.

Take time to familiarise yourself with their location whenever you drive a different vehicle.

When you take your PCV test you will be asked questions on safety.

Answer

- blind and deaf

Give extra care to those passengers who require more time or help to get on or off the vehicle. Recognise their disability and help them as much as you can.

There's a great deal of competition these days, and passengers often have a choice of how they travel. Take pride in your work and this will show through in the way that you deal with your passengers. They'll appreciate this, and travel with your company again.

Mark one answer

- blind and deaf
- deaf only
- unable to climb steps
- blind only

80158

Question 523

If a passenger carries a white stick with a red ring painted on it this shows the person is

80806

Question 524

A passenger is boarding your bus. They are carrying a white stick with a red ring painted on it. What does this mean?

Mark one answer

- They have a learning difficulty
- They have poor vision and hearing
- They have a physical disability
- They have a speech problem

80159

Question 525

A passenger finds walking difficult. What could you do to help?

Mark one answer

- Reduce the time spent on the bus by driving more quickly
- Wait until the passenger is sitting down before moving away
- Make sure they have a window seat
- Suggest they stand near the door

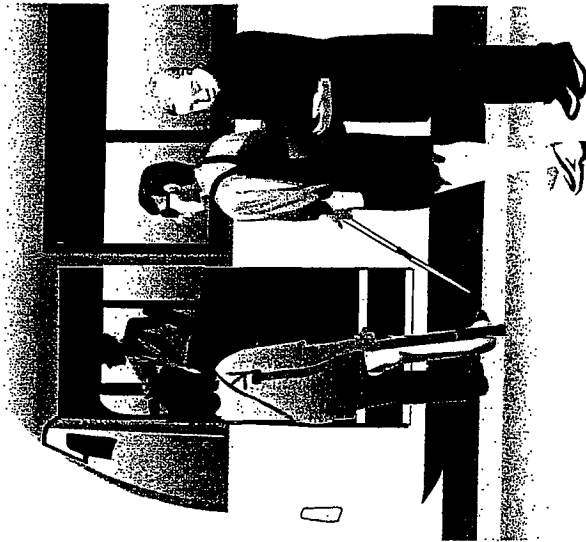
80810

Question 526

A disabled passenger is boarding your bus. They tell you that getting on board is not a problem to them. You should

Mark one answer

- let them board without help
- ask a passenger to help them
- leave your cab and help them
- do nothing, you cannot leave your seat



Answer

- They have poor vision and hearing
- Be prepared to help if they appear to need it, or ask for it. Always do your best to offer a smooth and comfortable ride to your passengers.

Answer

- Wait until the passenger is sitting down before moving away
- You should always try to wait until your passengers have become seated before you move away. This is even more important if a passenger is elderly or has difficulty walking. There are several ways that you, the driver, can make a journey easier for people with disabilities. There are several devices that can be fitted to vehicles to make getting on and off easier. Wide doors and lifting devices will help wheelchair access. But don't forget the personal touch. Offer help when you think it might be needed. And remember, a smile goes a long way.

Answer

- let them board without help
- Always be prepared to offer assistance if they ask for it, but allow them to show their independence, even if it delays you for a few seconds longer.

80868
Question 527

As a bus driver, which of the following should you not do?

Mark three answers

- Signal if necessary when pulling in
- Drive on before people are seated
- Issue tickets without looking at customers' faces
- Use smooth acceleration and anticipate braking needs
- Give time to passengers and show consideration
- Always rush to keep to a timetable

80870
Question 528

While you are collecting fares you should look at passengers when speaking to them. This will



Mark three answers

- help you to recognise someone having difficulty
- show people you are in a rush to keep to a timetable
- show common courtesy and help the image of your company
- help deaf and hearing-impaired people to understand you
- help you decide whether people with a disability should get on the bus

Answers

- Drive on before people are seated
 - Issue tickets without looking at customers' faces
 - Always rush to keep to a timetable
- Nobody likes to be late, but a friendly face and showing your passengers some common courtesies will encourage them to use your service again.

Answers

- help you to recognise someone having difficulty
- show common courtesy and help the image of your company
- help deaf and hearing-impaired people to understand you

You are a representative of your company, so showing passengers that their custom is appreciated will encourage them to travel with you again.

80831
Question 529

When dealing with passengers who are hard of hearing it is important that you

Mark two answers

- shout as loudly as you can
- look at them when speaking to them
- hurry them to get seated
- are as helpful as possible

80870

Question 530

Your bus is fitted with lifts or ramps for the less able bodied. The equipment should only be operated by

Mark one answer

- wheel chair attendants
- fully-trained people
- bus company employees
- accompanying nurses

80619

Question 531

The purpose of a 'kneeling bus' is to

Mark one answer

- improve passenger comfort on bumpy roads
- help with access under low bridges
- allow the step height to be raised and lowered
- give more clearance over speed ramps

CARRYING PASSENGERS

Answers

- look at them when speaking to them
- are as helpful as possible

Hard of hearing passengers may want to lip read. Make sure that they are able to see your face clearly as you speak.

Answer

- fully-trained people

Make sure that you are fully trained in the safe use of lifts, ramps and securing devices. If you drive a vehicle fitted with this equipment, never let untrained people operate it. Look out for the safety of others at all times.

Answer

- allow the step height to be raised and lowered

This type of bus can be especially useful for disabled passengers. Using air suspension, the front entrance can be lowered for easier access. Make sure you are properly trained to operate this equipment. Only use it for the intended purpose, and make sure it is in the correct position before continuing your journey.

Insert icon

80255 416-18 (0.91)
Question 532
 This sign fitted to the front and rear of a bus means that



- Mark one answer**
- the bus may be carrying children
 - children must be accompanied by an adult
 - the bus is carrying blind people
 - the driver will help disabled people

80866 **Question 533**
 You are the driver of a bus displaying reflective yellow signs. You are permitted to use hazard warning lights when



- Mark two answers**
- stationary and parked on the outside of the road
 - stationary and children are boarding
 - stationary and children are getting off
 - slowing down to find a parking space
 - slowing down in town centre traffic queues
 - slowing down approaching a bus stop

Answer
 the bus may be carrying children
 If you're carrying children on your vehicle and it isn't on a scheduled route used by the general public, it must have a sign displayed to the front and rear.

When carrying children to and from school it's likely that you'll have to make several stops in places other than recognised bus stops. Think carefully before you stop. Don't cause unnecessary inconvenience to other road users.

Answers
 stationary and children are boarding
 stationary and children are getting off
 Buses carrying children must display a distinctive yellow reflective sign on the front and rear, unless running a scheduled service for the general public.

Buses displaying the sign are permitted to use hazard warning lights when stationary for children to get on or off.

CARRYING PASSENGERS

80268 417-33 (0.95)
Question 534
 Hazard warning lights may only be used at certain times. In addition, a bus displaying this sign may use them when



- Mark one answer**
- stopped at a pedestrian crossing
 - stopped and children are getting on or off the vehicle
 - approaching a school crossing patrol
 - there is a sign warning of a school ahead

80621 **Question 535**
 You are driving a bus. The bell rings four times. This means

- Mark one answer**
- continuing past the next bus stop
 - the bus is full
 - move off when safe
 - there is an emergency

Answer
 there is an emergency
 Four bell rings indicate that someone on the bus considers an emergency situation has occurred.

As the driver, you must stop the vehicle safely, with consideration for your passengers, before investigating further.

80807 **Question 536**
 Your conductor rings the bell twice. This means

- Mark one answer**
- carry on past the next bus stop
 - stop immediately for an emergency stop
 - pull in at the next bus stop
 - move off when safe to do so

Answer
 move off when safe to do so
 Make sure that you are both familiar with the correct signals.
 The conductor will ensure that all passengers are settled before signalling.

CARRYING PASSENGERS

Answer

- leave the interior in darkness

Passengers should be able to move about the vehicle in safety.

You should ensure that all interior lights are in working order before you start your journey.

Answers

- stop safely and quickly
- get everyone off the bus
- contact emergency services

Fire can spread extremely quickly. Your first priority is the safety of your passengers.

If at all possible

- disconnect electrical lines
- cut off the fuel supply.

Fire can destroy a vehicle in an alarmingly short time.

80844

QUESTION 540

You are driving a coach at night with passengers on board. You should never

Mark one answer

- stop at service stations
- switch the radio on
- leave the interior in darkness
- close any curtains

80622

QUESTION 541

There is a fire on the upper deck of your double-deck bus. You should



Mark three answers

- stop safely and quickly
- get everyone off the bus
- contact emergency services
- open all the windows
- move the passengers into the lower deck
- make sure passengers have their belongings.

Answer

- your vehicle is full

The bell system is used to inform you using a pre-determined set of codes. Never allow anyone to use the bells other than in the accepted way.

Answer

- To limit injuries in case of a rear-end collision

The safety of your passengers should be your first priority. You should take every precaution possible to ensure they are out of danger.

Answer

- a responsible person is in charge of them

It's essential that the passengers on the vehicle are able to report any problems to a responsible person. This person should be aware of the correct bell signals so that they are able to communicate with the driver.

80811

QUESTION 537

You are driving a bus. The bell rings three times. This means

Mark one answer

- pull in at the next stop
- move away when safe
- an emergency on board
- your vehicle is full

80808

QUESTION 538

Your bus has broken down at night in heavy rain. Why should you move your passengers to the front of the bus?

Mark one answer

- To keep the bus stable
- To help you see clearly out of the back window
- To limit injuries in case of a rear-end collision
- To keep them informed about the breakdown

80863

QUESTION 539

You are driving a half-cab bus and have no contact with the passengers. This is only allowed if

Mark one answer

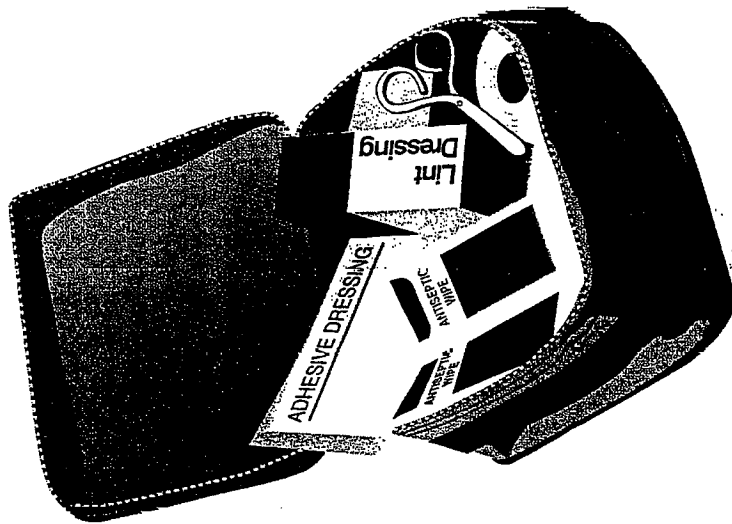
- it is fitted with an interior mirror
- there is a chain or strap across the doorway
- a responsible person is in charge of them
- you make sure no one stands on the platform

SECTION 5 IN THE EVENT OF AN ACCIDENT

This section looks at how to behave in the event of an accident.

The questions will ask you about

- reducing risk
- injuries
- hazardous materials
- casualties.



IN THE EVENT OF AN ACCIDENT

Question

In the UK the headroom under bridges, unless otherwise shown, is AT LEAST

Mark one answer

- 4.8 metres (16 feet)
- 5 metres (16 feet 6 inches)
- 6 metres (19 feet 8 inches)
- 8 metres (26 feet 3 inches).

Answer

X 5 metres (16 feet 6 inches)

Always be aware of the height of the vehicle you're driving. Don't forget you're driving a high vehicle – there are over 750 incidents a year involving collisions with bridges. Every effort should be made to prevent these incidents occurring. If you hit a railway bridge it must be reported to

- Railtrack or Northern Ireland Railways (NIR)
- the police.

You must report the accident facts to the police as soon as possible, or at least within 24 hours. Failure to report an incident involving a railway bridge is an offence.

Question

You are approaching a bridge that has NO height restriction on it. The height of the bridge will be at least

Mark one answer

- 4.4 metres (14 feet 5 inches)
- 4.8 metres (16 feet)
- 5 metres (16 feet 6 inches)
- 3.6 metres (11 feet 10 inches).

Answer

X 5 metres (16 feet 6 inches)

The headroom under bridges in the UK is at least 5 metres (16 feet 6 inches), unless otherwise indicated.

Where the overhead clearance is arched this headroom is normally only between the limits marked.

Question

Your PCV hits a low railway bridge. Nobody is injured. You should report the accident

Mark one answer

- immediately, to your employer
- within 24 hours to Railtrack
- within seven days to the police
- immediately, to Railtrack.

Question

A laminated windscreen is one which

Mark two answers

- will not shatter
- does not mist up
- has a plastic layer
- cuts down on glare.

Question

You arrive at the scene of a serious accident. Your FIRST priority should be to

Mark one answer

- your passengers
- yourself
- the emergency services
- accident victims.

Answer

X immediately, to Railtrack

Due to the possibility of structural damage to the bridge it's strongly recommended that you inform the authorities immediately. You should telephone Railtrack's 24-hour bridge hotline number, 0345 003 355, and report the incident. It's very important to do this as soon as possible so that all rail traffic is stopped.

In Northern Ireland you must report it to NIR and the police immediately.

Answers

X will not shatter
X has a plastic layer

Windscreens are either laminated or toughened. The main difference is that toughened screens shatter, whereas a laminated screen will crack. A small crack will quickly become larger because the screen will flex as the vehicle is being driven.

Answer

X your passengers

In the event of an accident, keeping calm and in command of the situation could save lives.

Your passengers are your first priority. Make sure they are safe and call the emergency services.

IN THE EVENT OF AN ACCIDENT

Answer

X Stop at the scene of the accident.

If your vehicle is involved in an accident you must stop. If the accident causes any damage or injury to another person, other vehicle, any animal not in your vehicle, or roadside property you must

- stop at the scene
- give your own address and the vehicle owner's address, plus the registration number of the vehicle to anyone having reasonable grounds to require it.

Answer

X 24 hours

If you don't give your name and address at the time of the accident, report the accident to the police as soon as reasonably practicable. That is, as soon as possible, or in any case within 24 hours.

If any other person is injured and you don't produce your insurance at the time of the accident to the police or to any other person who has reasonable grounds to request it, you must also

- report the accident to the police as soon as possible, or in any case within 24 hours
- produce your insurance certificate to the police either when reporting the accident or within seven days (five days in Northern Ireland) at any police station you select.

Question

What must you do if you are involved in an accident?

Mark one answer

- Drive on for help.
- Inform the police within seven days.
- Stop at the scene of the accident.
- Drive to the nearest police station.

Question

Your vehicle has been involved in an accident where someone is injured. You do not produce the required insurance certificate at the time of the accident. You must report the accident to the police as soon as possible, or in any case within

Mark one answer

- 24 hours
- 48 hours
- 72 hours
- seven days.

Question

Your PCV has hit a parked vehicle. The owner cannot be found. You must report the accident

Mark one answer

- to the police within seven days
- to the owner as soon as possible
- to the owner within seven days
- to the police within 24 hours.

Question

At the scene of an accident you see a plain orange rectangle displayed on one of the vehicles. This tells you that the vehicle

Mark one answer

- is carrying hazardous material
- is carrying a First Aid kit
- is carrying medical supplies
- is unladen.

Question

You are treating a passenger who is in shock. You should

Mark one answer

- give them liquids
- keep them moving
- encourage them to sleep
- keep them warm.

Answer

X to the police within 24 hours

If you damage a parked vehicle and the owner isn't around you must report it to the police. This applies to any property you might have damaged.

In Northern Ireland all accidents must be reported to the police immediately.

Answer

X is carrying hazardous material

Vehicles that carry hazardous goods have badges displayed on the side and rear. These are coloured orange and show the type of material that's being carried. Make a note of this and report it to the emergency services when you contact them.

Answer

X keep them warm

Knowing what to do in the event of an accident could save lives. Stay calm and be in command of the situation. Call the emergency services. They're the experts and know how to deal with injured or shocked victims. First Aid is very important, but the correct procedure is vital.

Although not obviously injured, passengers may be suffering from shock. Reassure them and keep them warm. Don't give them anything to eat or drink.

IN THE EVENT OF AN ACCIDENT

Answer

X Get medical help.

If one of your passengers is unconscious but breathing, get medical help immediately. Only move the casualty if there's danger of further injury. Call the experts: dial 999.

Study the section on First Aid in your copy of *The Goods Vehicle Driving Manual* or *The Bus and Coach Driving Manual* (both published by The Stationery Office). Please note that the advice given in these manuals is only a brief example of how you may deal with situations on the road. If you require further and more comprehensive details about First Aid you can contact the

- St John Ambulance Association and Brigade
- St Andrew's Ambulance Association
- British Red Cross Association.

There's no substitute for proper training.

Question

Your bus is involved in an accident. You have a passenger who is unconscious but still breathing. What should you do?

Mark one answer

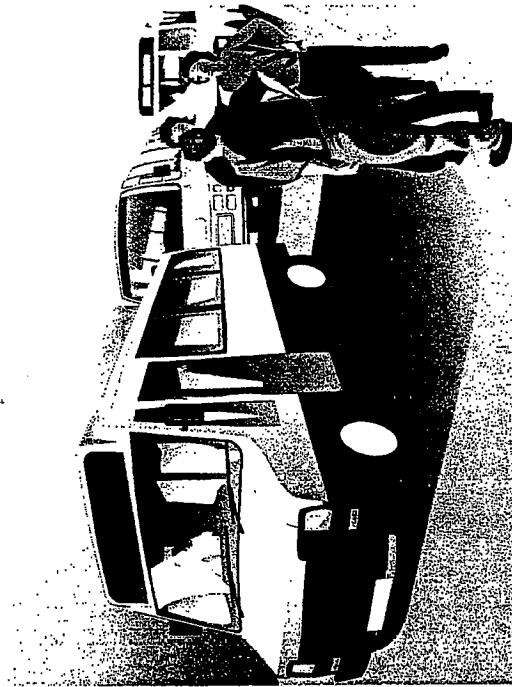
- Get medical help.
- Check their pulse.
- Give them liquid.
- Lie them on their back.

SECTION 7 LEAVING THE VEHICLE

This section looks at safety when leaving your vehicle.

The questions will ask you about

- mirrors and signals
- passenger comfort
- driver's cab.



LEAVING THE VEHICLE

Question

As driver of a bus your FIRST priority is

Mark one answer

- the safety and comfort of your passengers
- making sure that you're always on time
- making sure that your log book and tachograph are correctly completed
- making sure that your destination is clearly marked.

Answer

X the safety and comfort of your passengers

As a driver of a PCV you have responsibilities beyond those of other drivers. Your passengers have paid for a service and should arrive at their chosen destination safely. By providing a courteous and comfortable service your customers will travel with you again.

Question

You are driving a one-person operated bus. You are at a bus stop issuing tickets. You should

Mark one answer

- be in gear without any signal
- be in gear and signalling
- signal only when ready to move away
- be in neutral but signalling to move off.

Answer

X signal only when ready to move away

Giving wrong signals causes uncertainty and confusion to other road users. Only give reliable signals which are relevant to your intended actions.

Question

As the driver of a one-person-operated double-deck bus you should be constantly aware of passengers on the top deck. How should you do this?

Mark one answer

- By counting passengers up and down the staircase.
- By frequent checks upstairs while stopped at bus stops.
- By listening to passengers in the upstairs gangway when approaching bus stops.
- By making full use of the internal mirror system.

Answer

X By making full use of the internal mirror system.

If you're driving a one-person-operated double-deck bus you must ensure that you're able to see passengers who are about to descend the stairs. Make sure that you can see them in the internal mirrors. Always consider their safety, and avoid harsh braking and steering.

Question

When pulling up on the left in busy places you should be careful that

Mark one answer

- there is good access to unload
- you have disconnected all air lines
- your nearside-mirror does not strike the head of a pedestrian
- you change your tachograph mode.

Question

You are stopping to collect passengers from a bus stop. Where should you pull up?

Mark one answer

- Close to the kerb.
- Away from the kerb.
- After the bus stop.
- Before the bus stop.

Question

A bus stop is blocked and you cannot pull into it. Before opening the exit door what is the most important action to take?

Mark one answer

- Try to get the bus stop cleared.
- Carry on to the next bus stop.
- Check for traffic on the left.
- Check for traffic on the right.

Answer

X your nearside mirror does not strike the head of a pedestrian

When pulling up on the left you should always be aware of pedestrians, particularly if they are close to the edge of the road. The height of your nearside mirror can vary depending on the size and type of vehicle you are driving. If in doubt approach these situations with caution and stop if necessary.

Answer

X Close to the kerb.

Too often you see a bus pull halfway into a bus stop layby and stop with the rear sticking well out into the road. Pulling up in this position may save passengers walking a few paces, but is it safe?

You know the answer has got to be NO! Be professional, pull up in the correct position.

Answer

X Check for traffic on the left.

You must take care of your passengers at all times. Ensure that you allow your passengers to get on or off the vehicle safely. If you're unable to stop close to the kerb don't open the doors until you're sure it's safe. Always check the nearside mirror first.

LEAVING THE VEHICLE

Answer

X check it is clear of traffic on the left
Always check your nearside mirror before opening the door to allow passengers to alight. When away from the kerb it is important to tell the passengers to

- look out for cyclists
 - expect a long stop down onto the road.
- Be ready to offer assistance if required.

Answer

X for any vehicles moving up on the left

Always be aware of any vehicles on your nearside, particularly on dual carriageway or motorways where, because of the limits on your vehicle, it can take some distance to overtake safely. When you think you are far enough ahead to move back to the left safely, check again – car drivers have been known to accelerate up on the nearside.

Answer

X Not open the passenger doors until the bus stops.

- Passengers may be in a hurry to get off at their stop. Don't
- brake harshly
 - open the doors until the vehicle has come to a stop

as passengers might have left their seats early and be standing up, waiting to get off. Due to the necessary fittings on board, such as handrails, poles and luggage racks, there's a substantial risk of injury. Consider your passengers' safety first.

Question

Several cars have parked blocking your bus stop. Before allowing passengers to get off you should

Mark one answer

- move on to the next bus stop
- check it is clear of traffic on the left
- try and find the car owners
- check it is clear of traffic on the right.

Question

The nearside mirror is used for checking

Mark one answer

- if the driver's door is closed properly
- for any vehicles moving up on the left
- if passengers are seated
- for any vehicles parking in front of you.

Question

Passengers may be in a hurry to get off the bus as you approach a bus stop. What should you do to reduce any dangers?

Mark one answer

- Insist that passengers stay seated until the bus stops.
- Pull up just before the stop and let passengers get off.
- Let passengers on the bus before letting passengers off.
- Not open the passenger doors until the bus stops.

Question

As a driver, when getting out of your bus, you must make sure that

Mark three answers

- the parking brake is on
- the vehicle is stopped in a safe place
- the engine is switched off
- the air pressure gauges read full
- you are parked at a bus stop
- you always change the destination board.

Question

Many buses have a separate door on the offside for the driver. When leaving the bus by this door you should always

Mark three answers

- jump down from the cab
- check for traffic which may be passing
- apply the parking brake
- climb down facing the bus using the footholds
- climb down facing away from the bus using the footholds.

Answers

- the parking brake is on
 - the vehicle is stopped in a safe place
 - the engine is switched off
- Don't park where you will cause obstruction or inconvenience to other road users.
- It's an offence to leave your bus
- with the engine running
 - without applying the parking brake.

Answers

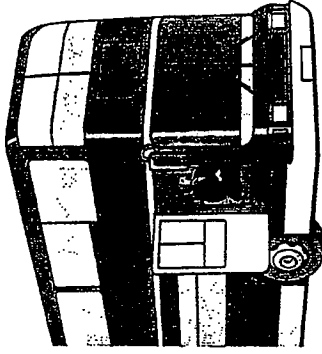
- check for traffic which may be passing
- apply the parking brake
- climb down facing the bus using the footholds

Having found a safe place to park your bus, make a final offside check before opening your door.

Never jump down from the cab into the road. It's particularly dangerous as you risk injury from landing badly, or falling into the path of passing traffic.

Question

This bus has a separate door for the driver, opening onto the offside. What should you do when getting out of such a vehicle?



Mark two answers

- Climb down facing away from the vehicle.
- Check for passing traffic.
- Climb down facing towards the vehicle.
- Jump down carefully, flexing the knees on landing.
- Climb down holding the steering wheel rim tightly.

Question

Before you leave your vehicle you must always

Mark one answer

- empty the air tanks
- apply the parking brake
- adjust your mirrors
- switch on your hazard warning lights.

Answers

- Check for passing traffic.
- Climb down facing towards the vehicle.

If your vehicle has a separate offside driver's door you must take the precaution of good observation before leaving the vehicle. Don't jump down out of the cab. Leave by climbing down facing towards the vehicle.

Consider your own safety as well as that of others.

Always check for close passing traffic before getting out of your vehicle.

Answer

- apply the parking brake

Whenever you leave the driving seat you must always make sure that your vehicle is secured by applying the parking brake. Make sure that neutral is selected. Never leave a vehicle in gear.

Make sure the engine is stopped. It is an offence to leave your vehicle with the engine running.

Question
Long vehicles need to straddle lanes

Mark one answer

- to avoid mounting the kerb
- to avoid braking sharply
- when driving on motorways
- when coming to contraflow systems.

Answer

X to avoid mounting the kerb
When driving a long vehicle it's sometimes necessary to adopt a different road position to avoid mounting the kerb or colliding with street furniture such as lamp-posts, traffic signs, etc.
Other road users may not understand what you intend to do next. Watch them carefully and always signal in good time.

Question

Before you open your cab door you should check for

Mark one answer

- the height of your cab from the ground
- vehicles passing close to your lorry
- loose grab rails near the door
- pedestrians crossing the road behind you.

Answer

X vehicles passing close to your lorry
Always check behind to make sure it's safe to open your door.
Then check again for close passing traffic before getting out of your vehicle.
Don't jump down out of the cab. Consider your own safety as well as that of others.

Question

You have just parked a lorry at a roadside in very heavy traffic. Before dismounting from the cab you should be particularly careful to do which one of the following?

Mark one answer

- Make sure the radio is turned down.
- Check the rear view mirrors.
- Make sure the hazard warning lights are on.
- Check that all windows are closed.

Answer

X Check the rear view mirrors.
Dismounting from the offside of a vehicle can be hazardous, especially if the traffic is travelling at speed. Lean out of the window and use your mirrors to check behind and all around the vehicle. Ensure that you use all proper footholds and hand grips. Be responsible for your own health and safety.

Question

Which ONE of the following is NOT important when getting out of a lorry cab?

Mark one answer

- Watching for approaching traffic.
- Using the mirrors.
- Applying the parking brake.
- Disconnecting the air-lines.

Answer

X Disconnecting the air-lines.
After getting out of your vehicle it's a good idea to walk round and check your

- tyres
- load
- lights
- brake line and electrical connections, etc.

Question

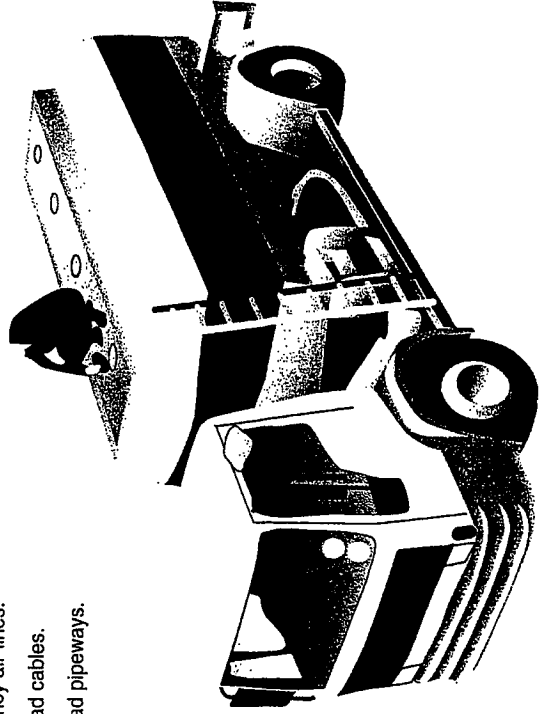
You are the driver of a tanker vehicle. When opening the tank hatches, what dangers should you be aware of?

Mark three answers

- Low air-pressure.
- Speed limiters.
- Slippery walkways.
- Emergency air-lines.
- Overhead cables.
- Overhead pipeways.

Answers

X Slippery walkways.
X Overhead cables.
X Overhead pipeways.
Take your time if you're using walkways at high levels. Fuel can make the surface slippery and therefore increase the safety risk.



Question

Hazard warning lights may be used in which TWO of these situations?

Mark two answers

- To thank a driver who has let you pull in after overtaking.
- As a warning to drivers that you're towing another vehicle.
- To show your intention to go ahead at a junction when your position might suggest otherwise.
- When driving on motorways or dual carriageways to warn following drivers of a hazard ahead.
- When your vehicle is stopped to warn others of an obstruction.

Question

When should you use hazard-warning lights?

Mark one answer

- To warn other drivers that you are towing.
- Approaching queuing traffic on a motorway.
- When parked illegally on a busy road.
- To thank a driver for giving way to you.

Question

As a bus driver, on which FOUR occasions should you use your hazard warning lights?

Mark four answers

- When you are temporarily obstructing traffic.
- To thank a driver who has let you pull in.
- To warn of an obstruction when driving on the motorway.
- When parking in a restricted area.
- When you have broken down.
- When stationary and children are getting off a school bus.

Answers

When driving on motorways or dual carriageways to warn following drivers of a hazard ahead.

When your vehicle is stopped to warn others of an obstruction.

Use the hazard warning lights if you're approaching a queue of traffic on the motorway. This will alert traffic behind, which might not be able to see the hazard due to the bulk of your vehicle.

Don't use your hazard warning lights as an excuse for illegal parking. They should only be used for warning other road users of a hazard ahead, not one created by your thoughtless parking.

Answer

Approaching queuing traffic on a motorway.

You may only use hazard warning lights whilst driving if you are on unrestricted dual carriageways and motorways to warn drivers behind you of a hazard or obstruction ahead.

Only use them for just long enough to ensure that your warning has been observed.

Answers

When you are temporarily obstructing traffic.

To warn of an obstruction when driving on the motorway.

When you have broken down.

When stationary and children are getting off a school bus.

As a bus driver you may use your hazard warning lights to alert other drivers to danger on specific occasions such as listed above.

LEAVING THE VEHICLE

Question

You are driving a bus in hot weather. May the passenger door be left open to let fresh air in?

Mark one answer

- Yes, this is normal practice.
- No, unless all passengers are seated.
- Yes, unless carrying school children.
- No, this is not allowed.

Answer

No, this is not allowed.

Under no circumstances should you drive with your passenger door open. Many vehicles have air operated doors which close automatically when the clutch is released. Do not override this set-up.

An open door invites people to make rash decisions to enter or leave the vehicle as you are about to move away, which can be extremely dangerous.

Question

You are approaching a bus stop. A passenger is waiting there holding a white stick with red reflective bands. This means they will NOT be able to

Mark two answers

- hear the bus approaching
- see the bus approaching
- climb aboard the bus
- speak to you.

Answers

hear the bus approaching

see the bus approaching

As a bus driver you need to be aware of difficulties experienced by people who can't see or hear properly.

Try to be patient and considerate, be prepared to offer assistance if required, but allow them to be independent.

Some disabilities are obvious, but remember that many people suffer from invisible pain caused through arthritis and other conditions.

Question

When leaving the cab of your bus which of the following is NOT important?

Mark one answer

- Applying the parking brake.
- Switching off the engine.
- Watching for approaching traffic.
- Operating the fuel cut-off switch.

Answer

Operating the fuel cut-off switch.

This is not normally necessary unless the vehicle has been involved in an accident and there is a risk of fire.

SECTION 9 RESTRICTED VIEW

This section looks at the subject of restricted views when driving a large vehicle.

The questions will ask you about

- mirrors
- signals
- parking
- moving off
- blind spots
- observation at junctions.



RESTRICTED VIEW

Question

What should you first check before moving to the LEFT?

Mark one answer

- The nearside mirror.
- The offside mirror.
- Behind, over your right shoulder.
- Behind, over your left shoulder.

Answer

X The nearside mirror.

The left side of the vehicle, as you face forwards, is often referred to as the nearside; the right side of the vehicle as the offside. Before you make a turn or a change of direction, however slight, you should always check the mirrors. If you intend to turn left, check your left-hand (nearside) mirror first, then your right-hand (offside) mirror, and then your left-hand mirror again as you turn.

Question

You are driving a long vehicle. Before turning left onto a main road you should be ESPECIALLY careful of

Mark two answers

- cyclists alongside you on the left
- motorcyclists alongside you on the left
- motorcyclists coming from your left
- cyclists coming from your left
- motorcyclists alongside you on the right

Answers

X cyclists alongside you on the left
X motorcyclists alongside you on the left

You should always check your nearside mirror before any change of direction. Be alert for cyclists and motorcyclists who don't realise the potential danger involved in trying to squeeze through on your nearside when you are waiting at a junction. Always check for pedestrians and cyclists on the nearside of your vehicle before moving away.

Question

What should you first check before moving to the RIGHT?

Mark one answer

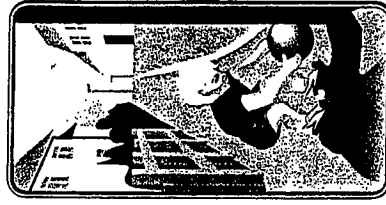
- The nearside mirror.
- Behind, over your left shoulder.
- Behind, over your right shoulder.
- The offside mirror.

Answers

X The offside mirror.

If you intend to turn right, check your right-hand (offside) mirror first, then your left-hand (nearside) mirror, and then your right mirror again as you turn.

You must ensure that all your mirrors are properly adjusted to give a clear view around and behind. They should be free from dirt and grime and not be broken.



Question

Some lorries have an extra mirror angled down towards the nearside front wheel. This mirror is ESPECIALLY useful when

Mark two answers

- moving off
 parking
 checking your trailer
 turning right
 overtaking.

Question

You are about to move off. You should always

Mark one answer

- extend your right arm as far as you can out of the window
 use only the offside mirror and move away quickly
 signal right with indicator and arm together
 use your mirrors and look behind.

Answers

- moving off
 parking

Sitting in a high cab doesn't always give you all round visibility. Other road users might assume that you can see them and position themselves out of sight close to your vehicle. Making good use of any extra mirrors can help prevent dangerous incidents with less experienced road users, especially when turning left.

Answer

- use your mirrors and look behind

You must use the mirrors well before you signal your intention to make any manoeuvre. Use them before

- moving away
- changing direction
- turning left or right
- overtaking
- changing lanes
- slowing or stopping
- speeding up
- opening the cab door.

Answer

- only if it is necessary

Looking into your mirrors isn't enough. You must act correctly and positively on what you see. Develop a routine that will give you a constant update on what's happening around your vehicle. Using your mirrors is essential but you must also look behind. There might be a vehicle, pedestrian or cyclist that you haven't seen in your mirrors.

Question

Moving off from the side of the road, you should signal

Mark one answer

- after you begin to move
 at all times
 only if it is necessary
 only if laden.

Question

In which THREE of the following situations would you FIRST need to check your nearside mirror?

Mark three answers

- Before moving out to pass a car parked on your left.
 After passing cars on your left.
 Before moving to the left.
 After passing pedestrians standing on the nearside kerb.
 Before moving out to the right.

Answers

- After passing cars on your left.
 Before moving to the left.
 After passing pedestrians standing on the nearside kerb.

On a large vehicle the nearside mirror is very important and it's essential to use it when moving off. You must check for pedestrians and cyclists along the nearside of your vehicle. Passengers might be running for a bus or waiting very close to the kerbside. Cyclists might ride up along your nearside while you're stationary.

As you pass vehicles on the left you should ensure that you check your mirror and leave a safety margin before you move back to the left. This applies whether the vehicles are stationary or moving.

Question

The MSM routine is used to negotiate a hazard. What do the initials MSM stand for?

Mark one answer

- Mirror, signal, manoeuvre.
 Manoeuvre, speed, mirror.
 Mirror, speed, manoeuvre.
 Manoeuvre, signal, mirror.

Answers

- Mirror, signal, manoeuvre.

A 'hazard' is any situation that could involve adjusting speed or altering course. Look well ahead so that you're ready to deal with them in good time. Always use the MSM routine when you're approaching a hazard.

M – Mirror

Check the position of the traffic behind you.

S – Signal

Signal your intention to slow down or change course in good time.

M – Manoeuvre

A manoeuvre is any change in position, from slowing or stopping the vehicle to turning off a busy road.

Question

You want to park a semi-trailer and leave it unattended. Where should you NOT do this?

Mark one answer

- A In a lorry park.
- B On level ground.
- C In a factory.
- D In a lay-by.

Question

You wish to park your trailer. The site you choose should be

Mark three answers

- A firm
- B downhill
- C uphill
- D legal
- E grassed
- F level.

Answer

X In a lay-by.

If you need to park the semi-trailer of your vehicle find a safe place. Don't park it in a lay-by. Leave these available for drivers who wish to stop and rest. Find a place off the road, preferably a lorry park or somewhere safe which will decrease the risk of theft.

Answers

- X firm**
- X legal**
- X level**

Check that the ground is firm and level before you uncouple the trailer. If you need to, place a heavy plank under the legs to distribute the weight and stop the legs sinking into the ground.

Don't park illegally. Make sure that your unattended trailer is not blocking access for others.

Answer

X On the road.

If you have to stop for a short while in a lay-by you should always leave the side lights on. The lay-by might be away from street lighting, and other vehicles entering the lay-by must be able to see your vehicle. You must always leave your side lights on when parked on the road.

Question

When parking a lorry at night where must you have lights on?

Mark one answer

- A On the road.
- B In a motorway service area.
- C In a factory entrance.
- D In dock authority areas.

RESTRICTED VIEW

Question

You are driving a lorry. You are about to move off from behind a stationary car. What should you do?

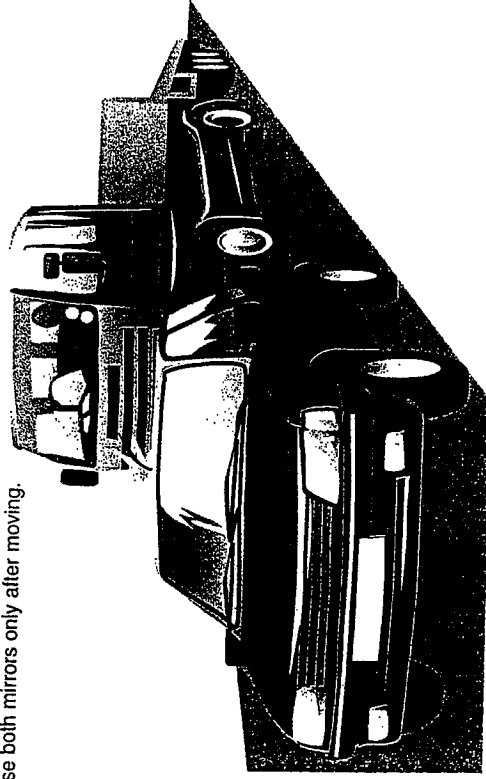
Mark three answers

- A Start to signal when moving.
- B Signal before moving.
- C Check the blind spot before moving.
- D Use both mirrors before moving.
- E Use both mirrors only after moving.

Answers

- X Signal before moving.**
- X Check the blind spot before moving.**
- X Use both mirrors before moving.**

Because the body of your vehicle is designed to take loads your view around it will be restricted. Take extra care to look well out of the window to check the blind spots. Don't forget to check all the mirrors. Check ahead and signal if necessary before moving off.



Question

What does this sign mean?



Mark one answer

- A Contraflow bus and cycle lane.
- B With-flow bus and cycle lane.
- C No buses or cycles.
- D Priority to buses or cycles.

Answers

X With-flow bus and cycle lane.

In some towns there are special lanes set aside for certain types of vehicle. These lanes show a picture of, or state, the authorised road users, and there's usually a sign showing the time that the lane is in operation. Some lanes might only be in operation for a short time. Check the sign and use the lane only if it's permitted.

Question

You are driving in fast-moving traffic along a motorway. There is a stationary queue of traffic ahead. What should you do?

Mark one answer

- Move to the hard shoulder.
- Change lanes.
- Switch on your rear foglamp.
- Switch on your hazard warning lights.

Answer

X Switch on your hazard warning lights.

Traffic queues on the motorway are becoming more common, whether due to the sheer volume of traffic at peak times or to incidents. Keep well back from the vehicle in front so you'll be able to see the problems ahead on the road. If you see a queue of stationary traffic ahead, switching on your hazard warning lights will warn those behind you of the hazard ahead.

Question

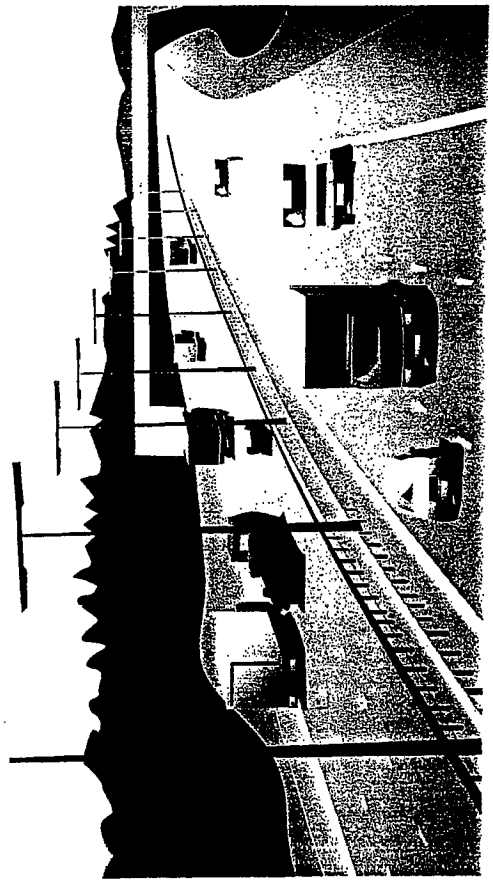
You are driving a bus 12 metres (39 feet 4 inches) long. You want to turn right at a roundabout. There are TWO LANES marked for turning right. You should

Mark one answer

- straddle the two lanes
- use the left-hand of the two lanes
- use the right-hand of the two lanes
- use either lane.

Answer

X use the left-hand of the two lanes
If there are two lanes for a right turn at a roundabout and you're driving a long vehicle, take the left-hand of the two lanes as you approach. This will allow you room to negotiate the roundabout without mounting or scuffing the kerb. Keep a check in the right-hand mirror as the rear end of the vehicle might cut across the right-hand lane when you steer around the roundabout.



RESTRICTED VIEW

Answer

X Ease forward slowly until you have a clear view.

If your view at a junction is restricted by parked vehicles you should ease forward slowly until you can see.

IF YOU DON'T KNOW, DON'T GO.

Your vehicle takes longer than a car to gather speed so you won't be able to accelerate out of trouble. Don't impede the progress of the traffic in the road that you're turning into.

Question

You are driving a long articulated vehicle. Your view is restricted by buildings and parked cars. How should you turn right out of a T-junction?

Mark one answer

- Look both ways at the same time as emerging.
- Ease forward slowly until you have a clear view.
- Sound your horn while emerging to warn other vehicles.
- Emerge quickly to clear the junction.

Question

You are turning right onto a dual carriageway from a side road. Your vehicle is too long for the central gap. How should you proceed?

Mark one answer

- Move forward and wait in the middle.
- Wait until it is clear from both directions.
- Move out blocking traffic from the right.
- Edge out slowly so other traffic will see you.

Answer

X Wait until it is clear from both directions.

If you wish to turn right onto a dual carriageway don't stop in the middle unless the gap is big enough for your vehicle to do so without impeding the moving traffic. Consider turning left and using a roundabout further on up the road to avoid crossing the central reservation.

Question

You want to turn left at a road junction. What is most important when deciding your position?

Mark three answers

- A The length of the vehicle.
- B The width of the roads.
- C The camber of the road.
- D The type of road surface.
- E The angle of the corner.

Answers

- A The length of the vehicle.
- B The width of the roads.
- C The angle of the corner.

Where you position your vehicle on approach to a left turn will depend on several factors. You should be considering and deciding on the best position as you approach. If you need to take up part of any other lane be extra cautious. Other road users might not understand your reasons for doing this. They might try to pass on the left in the gap that you need to make the turn. Always check the left-hand mirror as you approach and just before you turn.

It's better to take extra road space on the road that you're leaving than to expect there to be extra room on the road that you're entering. There might not be any.

Question

As you are driving your vehicle a group of horse riders comes towards you. The leading rider's horse has suddenly become nervous of your presence. What should you do?

Mark one answer

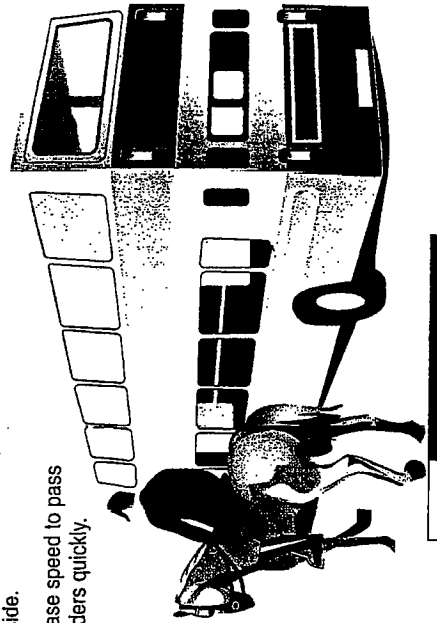
- A Brake gently to a stop until they have passed.
- B Brake quickly to a stop, applying the parking brake.
- C Continue driving, keeping well in to the nearside.
- D Increase speed to pass the riders quickly.

Answer

- B Brake gently to a stop until they have passed.

If you have to pass a group of riders on horseback you must give them plenty of room. Try not to startle the animals – the riders might be learners and have limited control. If any of the animals do become unsettled you should brake gently and come to a stop. A nervous animal is unpredictable; you should wait until the animal is settled or has passed by.

Other road users behind you might have limited vision of the hazard, so good mirror work and early signalling will be required.



Question

To have good all-round vision you should make sure that

Mark one answer

- A windows are open
- B a sun visor is fitted
- C your seat is properly adjusted
- D all lights are clean.

Answer

C your seat is properly adjusted
Large vehicles are designed for their specific function and this often means the shape and size can impair all-round visibility for the driver. You must make sure that you adjust the seat so that you're able to reach all the controls and see in all the mirrors. You should be seated in such a way that you're able to lean out of the window and check all offside blind spots.

Question

When driving, blind spots will make it especially hard for you to see vehicles which are

Mark three answers

- A wide
- B long
- C narrow
- D short
- E low down
- F high.

Answers

- C narrow
- D short
- E low down

Cyclists are difficult to see, and young children are not as visible as adults. Be more vigilant for them at junctions, where your attention can be diverted elsewhere, as they approach from behind and move into your blind spots.

Question

In a bus with a high driving position you may have to look out for

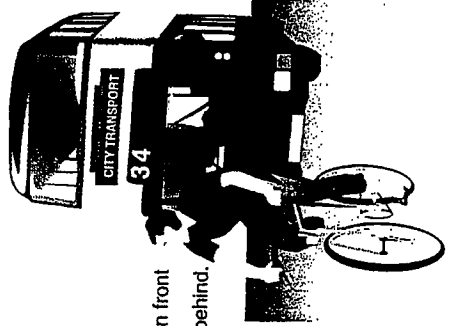
Mark one answer

- A cyclists close in front
- B cyclists close behind
- C large vehicles close in front
- D large vehicles close behind.

Answer

- C cyclists close in front

It's essential that you're constantly aware of other road users and pedestrians around you. A routine of effective mirror checking should be established. You must also know when it's essential to make checks in the blind spots, such as just below the nearside front of the vehicle. A cyclist in that space could be out of your normal vision. Constant awareness will ensure that you've seen any riders getting into that position.



Question

Motorcycle riders are more at risk from other road users. This is because they

Mark one answer

- are easier for other road users to see
- are more likely to break down
- cannot give arm signals
- are more difficult for other road users to see.

Answer

are more difficult for other road users to see

Always look out for the more vulnerable users on our roads, such as

- motorcyclists
- children
- old people.

All need extra consideration. Motorcyclists in particular can appear very quickly.

Question

What is the MAIN cause of motorcycle collisions?

Mark one answer

- Other drivers.
- Other motorcyclists.
- Wet roads.
- Ley roads.

Answer

Other drivers.

Motorcyclists are more difficult to see, particularly when the light is poor or its raining. Look for the bright jacket or single headlight that will help you identify an approaching motorcyclist.

Question

At road junctions, which of the following are most at risk?

Mark three answers

- Motorcyclists.
- Pedestrians.
- Car drivers.
- Cyclists.
- Lorry drivers.

Answers

Cyclists.

Motorcyclists.

Pedestrians.

At busy junctions scan near, middle and far distances to identify all the hazards before emerging with a long vehicle.

Be alert for other road users hidden by parked vehicles.

Question

Motorcyclists often filter between lines of slow-moving vehicles. Which of the following will cause them particular danger?

Mark two answers

- The queuing vehicles.
- Vehicles changing lanes.
- Vehicles emerging from junctions.
- Traffic lights.
- Zebra crossings.

Answers

Vehicles changing lanes.

Vehicles emerging from junctions.

In slow moving traffic, particularly on dual carriageways or motorways, always be on the lookout for motorcyclists who approach from behind and filter through narrow gaps between vehicles.

Question

Motorcyclists ride in daylight with their headlamps switched on because

Mark one answer

- it helps the motorcyclist to see
- there is a speed trap ahead
- they can be seen more easily
- there are speed humps ahead.

Answer

they can be seen more easily

Using a dipped headlight makes motorcyclists more visible to other road users.

Motorcyclists don't ride with their headlight on to claim right of way, it is to alert you and other road users to their presence.

Question

Some large vehicles with restricted vision to the rear may be fitted with an audible warning device for reversing. In areas with a 30 mph (48 kph) restriction the device may be used

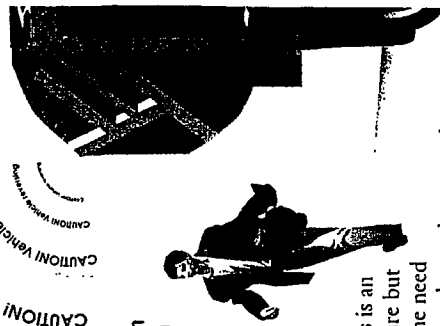
Mark one answer

- between 7 am and 11.30 pm only
- between 11.30 pm and 7 am only
- during hours of daylight only
- at any time.

Answer

between 7 am and 11.30 pm only

Some vehicles are fitted with an audible warning device that sounds when the vehicle is being reversed. This is an effective safety feature but doesn't take away the need to use good, effective observation around the vehicle before and while reversing. As these devices make a loud noise they shouldn't be used between 11.30 pm and 7 am.



Question

You are unable to see clearly when reversing into a loading bay. You should

Mark one answer

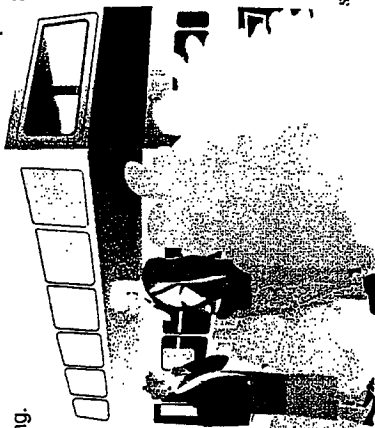
- A get someone to guide you
- B use an audible warning signal
- C back into the bay until your bumper touches
- D open your door and lean well out.

Question

What would you do if smoke started coming from the exhaust system, making it difficult for others to see?

Mark one answer

- A Carry on driving.
- B Drive back to your depot.
- C Stop and get the fault fixed immediately.
- D Let the engine cool down.



Question

Driving too close to the vehicle in front will

Mark one answer

- A decrease your view ahead
- B increase your view ahead
- C increase the view of following drivers
- D decrease the view of following drivers.

Answer

X get someone to guide you
Don't take chances when reversing in a confined space. It is too easy to crush or kill someone without knowing they are in danger. Always double check, and if in doubt get help from a reliable person.

Answer

X Stop and get the fault fixed immediately.
You should respect the environment and try to keep excessive noise and exhaust fumes to a minimum. Smoke from the exhaust is unpleasant and could indicate a fault with the vehicle, which should be checked as soon as possible. If smoke from the exhaust system does become a problem, do the responsible and professional thing – stop and seek assistance to get the fault mended straight away.

Answer

X decrease your view ahead
Don't get into a position where you reduce your vision unnecessarily, such as driving too close to the vehicle in front.
At all times, you must be aware that as a driver of a large vehicle you won't be able to see all around the vehicle. This is why you must have an excellent mirror routine and be constantly updating your information on what's going on around you.

RESTRICTED VIEW

Answer

X amount of space needed for the vehicle to turn
You should be familiar with the room that your vehicle requires to make turns or carry out a manoeuvre. You'll need to consider this as you approach junctions and road layouts. If you're driving a new or temporary vehicle, familiarise yourself with its characteristics before you drive on public roads.

Question

The 'turning circle' is the

Mark one answer

- A number of turns of the steering wheel between locks
- B amount of space needed for the vehicle to turn
- C amount by which the vehicle overhangs kerbs
- D amount by which a vehicle cuts corners.

Question

TV and video equipment fitted to a coach must ONLY be used when

Mark one answer

- A the coach is moving slowly
- B it cannot be seen by the driver
- C on long motorway journeys
- D the coach is on tour.

Question

You have a sleeper cab fitted to your lorry. This could make your driving more difficult because it reduces your view of the

Mark one answer

- A road ahead
- B right hand mirror
- C blind spots
- D left hand mirror.

Answer

X it cannot be seen by the driver
Make sure that you are not distracted by any TV or video equipment fitted to your vehicle. Your main responsibility at all times is the safety and comfort of your passengers.

Answer

X blind spots
A sleeper cab can cause extra blind spots. Make sure that you are aware of all your blind spot areas. Be alert for vehicles just to the rear offside and nearside of your cab, they could soon become 'invisible', hidden in your blind spot.

Question

You are driving this lorry turning right from this minor road. What should you be ESPECIALLY aware of?

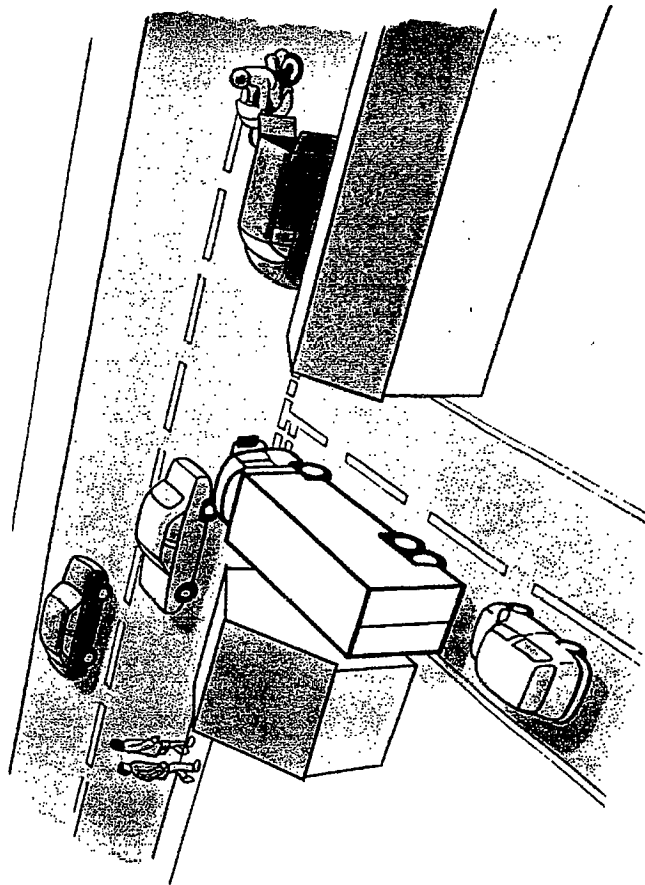
Mark one answer

- Motorcyclist from the right passing the parked van.
- Vehicles coming from the left along the main road.
- Pedestrians on the footpath on the main road.
- Vehicles coming from the rear on the minor road.

Answer

Motorcyclist from the right and passing the parked van.

Parked vehicles near junctions can hide smaller road users such as cyclists and motorcyclists. Double check before emerging with a large vehicle. If in doubt move forward slowly into a position where you can safely have another look.



RESTRICTED VIEW

Question

At junctions it is difficult to see motorcyclists because they

Mark two answers

- are easily hidden in blind spots
- always ride in the gutter
- always wear black leathers
- are smaller than other vehicles.

Answers

are smaller than other vehicles
 are easily hidden in blind spots
When driving large vehicles, windscreen pillars and large mirrors can easily create large blind spots as you look left and right at junctions.

Altering your body position slightly while taking observation can give you a much improved view of the traffic.

If in doubt, look again. Re-assess the situation.

DON'T TAKE CHANCES.

Question

You are unable to see clearly when reversing into a parking bay. You MUST

Mark one answer

- use an audible warning signal
- get someone to guide you
- back into the bay until your bumper touches
- open your door and lean well out.

Answer

get someone to guide you

Reversing a large vehicle, particularly in a place where there are other people about requires care and skill. Never be too proud to admit you would like assistance. If in doubt, don't take chances, get help.

Be sure, be safe.

Question

Drivers should be aware that motorcyclists are more vulnerable **ESPECIALLY**

Mark three answers

- to emerging vehicles
- in gusting winds
- on poor road surfaces
- at traffic lights
- near zebra crossings
- when exiting motorways.

Answers

- to emerging vehicles
- in gusting winds
- on poor road surfaces

Always be concerned for the safety of yourself and other road users. Be aware of the various factors that create situations where you will sometimes have to take action to keep more vulnerable road users safe.

Question

The most common cause of accidents involving motorcyclists is

Mark one answer

- the motorcycle being poorly maintained
- the other driver not seeing them
- a slippery road surface
- the inexperience of the rider.

Answer

the other driver not seeing them
Emerging at junctions with a large vehicle requires consideration, sound judgement and good observation.

Some road users are more difficult to see than others. Cyclists generally keep close to the kerb.

Motorcyclists are usually travelling faster and can be more difficult to see.

Don't emerge until you know it is clear.

Question

Just before turning right from a main road to a side road, you should check your right hand mirror. This is because

Mark one answer

- there may be pedestrians stepping off the kerb
- you need to check your position
- a motorcyclist may be overtaking you
- your rear view to the left is blocked.

Answer

a motorcyclist may be overtaking you

Looking and acting sensibly on what you see in your mirrors before you change speed or direction are essential. Driving a large vehicle will sometimes require you to position your vehicle well to the left before making a tight right turn. Inexperienced drivers or riders may not realise your intentions. Make sure you signal in good time. Make a final mirror check before committing yourself to the turn.

Question

Before turning left you should have a final look into the

Mark one answer

- left-hand mirror
- interior mirror
- right-hand mirror
- overtaking mirror.

Answer

left-hand mirror

Making a left turn with a long vehicle you may have to adopt an unusual position well over the centre of the road. Always signal your intentions in good time, and make good use of the nearside mirror. Be alert for less experienced road users putting themselves in danger by coming up along your nearside.

Sweden



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Date
1999-09-06
Your date

Reference
Your reference

CIECA
Member of the Steering Group C/D

- 1.**
You are driving in a line of cars that are maintaining a speed of about 90 km/h.
Which of the following statements is (are) correct?
- A: I shall keep enough distance between myself and the car ahead so that there is space for a car to overtake me.
 - B: It is good enough if I just watch the car immediately in front of me.
 - C: I shall also pay attention to the cars further ahead in the queue and to those overtaking me.
 - D: If I look through the windscreens of the cars ahead of me I might be able to notice if someone is braking further ahead.

RIGHT ANSWER: A, C, D

- 2.**
In which way(s) can you reduce the adverse environmental impact of vehicle emissions?
- A: Check the adjustment of the spark plugs and the carburettor.
 - B: Use high octane petrol.
 - C: Keep a steady speed.
 - D: Let the engine idle for 4-5 minutes to reach full operating temperature.

RIGHT ANSWER: A, C

- 3.**
What is the relation between the speed and kinetic energy of the vehicle?
- A: If the vehicle speed is tripled the kinetic energy becomes nine times greater.
 - B: If the vehicle speed is doubled the kinetic energy becomes four times greater.
 - C: If the vehicle speed is doubled the kinetic energy becomes twice as much.
 - D: If the vehicle speed increases, the kinetic energy remains unchanged.

RIGHT ANSWER: A, B

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Your date

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4.

What is true about vehicle emissions?

- A: Emissions increase the risk of respiratory diseases and cancer.
- B: Emissions cause acidification of woods and lakes.
- C: Catalytic converters effectively remove all harmful substances present in vehicle emissions.
- D: Driving patterns have an effect on emissions.

RIGHT ANSWER: A, B, D

5.

What is true about diesel motor emissions?

- A: The poisonous substances in the emissions decrease when the motor reaches the right operating temperature.
- B: The main purpose of the exhaust brake is to cut down emissions.
- C: The emissions from an idling cold diesel motor are insignificant.
- D: The quality of the diesel fuel is an important factor in the environmental impact.

RIGHT ANSWER: A, D

6.

Which statements are correct concerning car fuel consumption?

- A: Driving patterns, e.g. acceleration and choice of gear, affect fuel consumption.
- B: The load, such as a roof box, increases fuel consumption.
- C: The engine condition affects fuel consumption.
- D: The environment is not affected by the car's fuel consumption.

RIGHT ANSWER: A, B, C

7.

What are the risks that can be involved if you are pressed for time?

- A: My driving pattern can be more detrimental to the environment.
- B: I will be less conscious of the risks when driving.
- C: I will interact less well with the rest of traffic.
- D: I will drive too closely to the car ahead.

RIGHT ANSWER: A, B, C, D

8.

What can be the cause of abnormally "black" exhaust gases?

- A: Incorrectly adjusted fuel injection pump.
- B: Clogged air filter.
- C: Clogged fuel filter.
- D: The cold start device is connected.

RIGHT ANSWER: A, B, D



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Date
1999-09-06

Your date

Reference

Your reference

9.

You are driving a heavy vehicle with a trailer and will be continuing down a hill (gradient 12 %). Which two of the following state what is most important to think about?

- A: To drive in low gear and tap the brakes.
- B: That the load has the right centre of gravity.
- C: To use the exhaust brake.
- D: To apply a constant pressure to the brakes the entire time.

RIGHT ANSWER: A, C

10.

What risk(s) is (are) involved for people and the environment when refuelling diesel vehicles?

- A: Headache when breathing in diesel fumes.
- B: Fuel spilled on the ground can cause ground water pollution.
- C: Direct contact with diesel can cause skin irritation.
- D: Allowing the engine to idle when refuelling causes unnecessary exhaust emissions.

RIGHT ANSWER: A, B, C, D

11.

Why is it important to keep enough of a distance to the vehicle ahead?

- A: To be able to stop if the vehicle ahead brakes sharply.
- B: To leave space for a vehicle overtaking from behind.
- C: To be able to plan the driving better.
- D: To be able to keep a more even speed.

RIGHT ANSWER: A, B, C, D

12.

Which factor(s) increase(s) the fuel consumption of your heavy vehicle?

- A: A high tarpaulin cover.
- B: Tyres in which the air pressure is high.
- C: Driving with a highly revved engine.
- D: Heavy headwinds.

RIGHT ANSWER: A, C, D



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Date
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Your date

Reference
Your reference

13.

Which one(s) of the following can negatively affect fuel-saving in a diesel-powered car?

- A: Incorrectly adjusted fuel injection pump.
- B: Defective turbo aggregate.
- C: Clogged air filter.
- D: Defective cold start device.

RIGHT ANSWER: A, B, C, D

14.

What is the most common cause of fires in buses?

- A: Faults in the electrical system.
- B: Overheating of brakes.
- C: Poorly cleaned engine area.
- D: Covered heating elements.

RIGHT ANSWER: A,

15.

Which statement about fire extinguishers is correct?

- A: All buses must be equipped with an approved fire extinguisher.
- B: Only chartered buses must be equipped with a fire extinguisher.
- C: Only buses that can hold more than 20 passengers must be equipped with a fire extinguisher.
- D: Only school buses must be equipped with a fire extinguisher.

RIGHT ANSWER: A,

Miscellaneous - Buses

Safety devices

Handling – checking that the required equipment is on board / functioning properly as well as knowing how to use it

Handling – checking that the automatic door mechanism / emergency doors function properly

Inspection – being able to determine whether the fire extinguisher is the right type/class and is refilled