

Your Guide to the Q-SAFE: Practical Driving Test Heavy Vehicles (classes LR, MR, HR, and HC)

June 2015

Introduction

The Q-SAFE practical driving test is an important step in Queensland's graduated licensing system. The practical driving test helps identify drivers who are ready to progress to a different licence class and drive safely on their own.

On Monday, 29 June 2015 the Queensland Government rolled out an enhanced Q-SAFE practical driving test for learner drivers. The enhancements to the test relate to safe driving skills and behaviours and as such will apply to practical driving tests for all classes. The major enhancements, placing a stronger emphasis on high-risk manoeuvres and safe driving skills and behaviours, include:

- Zero tolerance to speeding.
- Emphasising appropriate following distances.
- Strengthening the requirements regarding turns at a variety of intersections.
- Emphasising appropriate hazard perception.
- Strengthening the requirements regarding high speed merging or entering a high speed area.

You are more likely to pass the Q-SAFE practical driving test if you:

- Can drive safely and legally in a range of driving situations.
- Have practised driving in a broad range of conditions, such as at night, in wet weather, and on local suburban streets as well as main roads and freeways.

This guide has been made available to help you develop the skills necessary to pass the Q-SAFE practical driving test and become a safer heavy vehicle driver. It is recommended that all heavy vehicle learner drivers read this guide prior to undertaking their test.

This document is a general guide about the Q-SAFE practical driving test, and is current as at June 2015.

This document is not a guide to the road rules. For information on road rules, refer to the publication *Your Keys to Driving in Queensland* available at www.qld.gov.au/transport or the *Transport Operations (Road Use Management – Road Rules) Regulation 2009*, which is available at www.legislation.qld.gov.au.

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Your test vehicle

You will take your Q-SAFE practical driving test in a vehicle provided by you.

Your vehicle must:

- meet the test standard requirements for the class of heavy vehicle licence you are applying for
- be registered and appropriately fitted with number plates
- be clean and hygienic
- have indicator and brake lights in good working order
- have the park brake in proper working order
- be fitted with L plates clearly visible from the front and rear of the vehicle
- have a working seatbelt for all occupants
- be fitted with a minimum of one internal rear vision mirror and one external offside rear vision mirror
- have tyres in a satisfactory condition that meet the minimum standard as outlined on the vehicle's tyre placard
- have a clean windscreen that provides a suitable level of visibility
- be fitted with internal sun visors
- have a working speedometer
- have working doors with door handles fitted
- have working windows with a safe level of visibility
- be fitted with an easily accessible warning device (eg. horn) that makes a constant sound
- not have a warning light displayed warning of airbag or brake failure or a major engine management issue
- have an anti-slip surface or rubber pad for both the brake and clutch
- not have bull or roo bars that obscure your view of the road, obstruct the indicator lights, or have something attached to them that constitutes a danger to other road users
- be equipped with at least 3 portable warning triangles if required.

Driver assist devices (for example GPS, Speed Alarms, Park Assist) must, if practical, be turned off during the test.

Vehicles modified to suit your physical requirements may be used for the test providing there is evidence the vehicle has been legally modified.

Your driving examiner will do visual check of your vehicle to ensure it is suitable and safe for use on the test. If your vehicle for any reason doesn't to pass the check the test will be terminated and you will need to re-book to take the test at another time.

Scoring criteria

During your Q-SAFE practical driving test a driving examiner will be in the vehicle with you directing you where to drive and recording your performance on a Driving Assessment Report. You will be assessed on a number of pre-drive and driving tasks. In general, the number and type of errors you accumulate during these tasks will determine your overall test result.

Errors in your driving performance are scored as follows:

Non-critical driving errors

A non-critical driving error is an error that does not by itself compromise the safety of other road users or the safe operation of the vehicle.

If you accumulate nine or more non-critical driving errors over the course of the test, you will have an 'unsuccessful' result. You will complete the full test however your overall test result is 'unsuccessful'.

Specific repeated driving errors

A specific repeated driving error is recorded if you accumulate a specified number of non-critical driving errors for an individual performance check.

Specific repeated driving errors are only recorded for specific performance checks, such as signalling and road positioning, where repeatedly demonstrating a lack of skill or ability in a certain area indicates you are not ready to drive safely on your own.

If you accumulate one specific repeated driving error over the course of the test, you will have an 'unsuccessful' result. You will complete the full test however your overall test result is 'unsuccessful'.

Critical driving errors

A critical driving error is an error that compromises the safety of other road users or indicates an inappropriate level of skill or ability. There are specific scoring criteria that define critical driving errors for most of the performance checks.

If you accumulate one critical driving error you will have an 'unsuccessful' result. If a critical driving error occurs the test will be terminated and you will be directed back to the test centre by the shortest, safest possible route.

General critical driving errors

A general critical driving error is a critical driving error that compromises the safety of other road users or indicates an inappropriate level of skill or ability but that is not related to the specific performance checks.

A general critical driving error is a driving action or situation that:

- Causes the driving examiner to intervene, verbally or physically, to prevent an accident or a dangerous situation.
- Requires the driving examiner to assist you through any part of the test because of your inability (when it becomes necessary because of safety concerns or inadequate time to complete the test).
- Causes a collision where the vehicle strikes another object resulting in actual or potential damage.
- Creates a dangerous situation resulting in another road user being forced to take evasive action.
- Disobeys an official direction by a police officer, a school crossing supervisor, or an authorised traffic controller.

If you accumulate one general critical driving error you will have an 'unsuccessful' result. If a general critical driving error occurs the test is terminated and you will be directed back to the testing centre by the shortest, safest possible route.

Taking the test

How long the test will take

The length of your practical driving test will depend on the class of heavy vehicle licence you are applying for. You will have a minimum drive time as outlined below unless the test is terminated for any reason. Please note uncontrollable and unpredictable events such as road works and traffic accidents may affect how long your test takes.

Licence class	Test duration
LR	25 to 35 minutes
MR and HR	60 to 70 minutes
HC	70 to 80 minutes

You should allow extra time to complete all of the administrative activities.

Pre-drive check

Before you start the on-road part of your test, the driving examiner will assess your ability to locate and explain a range of vehicle controls. You must be able to locate and explain the operation of the following controls:

- Mirrors
- Headlights (high and low beam)
- Hazard lights
- Windscreen wipers and washer
- Windscreen demister
- Rear window demister (where fitted)
- Air conditioner
- Seat adjustment
- Auxiliary brake
- Trailer brake (if relevant)

Your driving examiner will record a non-critical driving error if you can't locate and explain how to operate any of the controls.

How your driving will be assessed

During the on-road part of your test your driving performance will be checked by your driving examiner. You will be asked to perform a series of driving tasks in a number of different driving situations throughout the test, designed to evaluate your ability to drive safely and correctly. You will be assessed against a number of performance checks.

Key driving situations

High speed merging

High speed merges can be a high-risk manoeuvre requiring you effectively exercise a range of vehicle control and hazard perception skills in a rapidly changing environment with the fast flow of traffic. In your test you will be required to complete a high speed merge, or if the infrastructure doesn't allow for a high

speed merge, such as in regional areas, you may be required to turn from a side road into a higher speed road, to demonstrate your ability to safely and effectively drive a heavy vehicle in this situation.

Turning at intersections

A high proportion of crashes occur at intersections. Safely turning at intersections requires you to effectively exercise a range of vehicle control and hazard perception skills such as utilising good observation practices, signalling appropriately, applying the give way rules, exercising judgement, and demonstrating good vehicle control by turning smoothly at the intersection. In your test you will be required to perform a number of right and left turns at controlled and uncontrolled intersections, such as T intersections and cross roads, to demonstrate your ability to safely and effectively drive a heavy vehicle in this road environment.

Performance checks

Most performance checks are assessed as you negotiate manoeuvres and driving situations on the test route. For example, as you negotiate a roundabout, a range of performance checks could be assessed such as use of signalling, road position, judgement, clutch control and steering. The performance checks focus on both your safe and effective operation of the vehicle and your hazard perception skills.

Ancillary vehicle controls

Safe drivers operate all ancillary controls correctly while maintaining full control of the vehicle. You must be able to start the engine correctly and must always wear a seat belt. You should never open the door while your vehicle is moving or use a mobile phone while your vehicle is moving or stationary.

You will be expected to:

- Operate all ancillary controls correctly, using controls and switches as need when you drive.
- Have your mirrors adjusted for the best view of the traffic behind you.
- Wear a correctly fitted seat belt.
- Respond appropriately to the vehicle's instruments.
- Refrain from using a hand held mobile phone.

Your driving examiner will record an error if you don't operate the ancillary controls correctly.

Non-critical driving errors

- ✗ Operating an ancillary control incorrectly or inappropriately, such as opening the door while moving.
- ✗ Wearing a seat belt that is not correctly fitted.
- ✗ Failing to start the engine because of incorrect gear selection in an automatic vehicle.
- ✗ Failing to start the engine or engage the gear of the vehicle because of any electronic disabling device.
- ✗ Assuming the engine is running when it is not.
- ✗ Attempting to start the engine when it is already running.

Critical driving errors

- ✗ Failing to wear a seat belt when legally required.
- ✗ Failing to operate an ancillary control that leads to a potentially dangerous situation.
- ✗ Using a hand held mobile phone while the vehicle is moving or stationary, but not parked.

Gears, Clutch Control and Stalling

Safe drivers use the clutch and gears effectively to maintain control of the vehicle and to prevent stalling. You must control the clutch to produce a smooth take up of power and assist you to change gears, and

your gear selection must be appropriate for the speed you are travelling and the driving conditions. You should use all gears during your driving test. You must also control the vehicle to prevent unnecessary stalling.

You will be expected to:

- Select the appropriate gear for the situation.
- Coordinate clutch and gear control to make smooth gear changes.
- Avoid over-revving on take-off and during gear changes.
- Control the clutch and gears to avoid stalling the vehicle.
- Keep your foot off the clutch unless you are changing gears or preventing the vehicle from stalling.

Your driving examiner will record an error if you don't operate the clutch and gear appropriately for the driving conditions or if you stall the vehicle.

Non-critical driving errors

- ✗ Selecting an inappropriate gear for the situation.
- ✗ Coasting in neutral for three to five seconds.
- ✗ Changing gear or attempting to change gear without using the clutch.
- ✗ Failing to re-select drive gear appropriately during the auto gear change exercise (if applicable).
- ✗ Excessively and continuously riding the clutch.
- ✗ Resting your foot on the clutch when not operating it for more than 15 seconds.
- ✗ Releasing the clutch too quickly.
- ✗ Coasting with clutch depressed prior to or during a turn.
- ✗ Coasting with clutch depressed for three to five seconds.
- ✗ Failing to use the clutch in an appropriate way to maintain control at low speeds.
- ✗ Operating the clutch incorrectly.
- ✗ Stalling the vehicle for any reason.

Specific repeated driving errors

- ✗ Six or more non-critical instances of clutch coasting.
- ✗ Six or more non-critical instances of stalling.
- ✗ Six or more non-critical errors for gears (class MR, HR and HC only).

Critical driving errors

- ✗ Demonstrating a serious lack of knowledge and ability to change gears appropriately for the speed, vehicle or driving conditions.
- ✗ Coasting in neutral for more than five seconds.
- ✗ Operating clutch in a way that compromises the safe operation of the vehicle.
- ✗ Stalling in a situation that causes an obstruction to traffic or contributes to a dangerous situation.

Accelerating and braking

Safe drivers use the accelerator and brakes to effectively maintain full control of the vehicle at all times. You must operate the accelerator smoothly and progressively to both accelerate and decelerate, and use the brakes to smoothly and progressively slow the vehicle appropriately for the situation.

You will be expected to:

- Operate the accelerator smoothly and progressively.
- Avoid over-revving the engine.

- Operate the brakes smoothly and effectively to maintain control of the vehicle.
- Prevent the vehicle rolling back when starting on a hill.
- Use the handbrake correctly when securing the vehicle and ensure it is fully released when driving.

Your driving examiner will record an error if you don't smoothly and progressively operate the accelerator and brakes as appropriate for the driving conditions.

Non-critical driving errors

- ✗ Operating the accelerator in an uncontrolled manner.
- ✗ Applying too much accelerator pressure causing the engine to rev excessively, while the clutch is disengaged or partially disengaged.
- ✗ Operating the brake excessively or erratically causing the vehicle to pitch forward.
- ✗ Failing to secure the vehicle with either the handbrake or foot brake when stationary, such as waiting at traffic lights.
- ✗ Rolling on a grade where safety is not compromised.
- ✗ Applying foot brake heavily during a turn.
- ✗ Leaving the handbrake on while the vehicle is in motion without affecting the vehicle's performance.
- ✗ Using your left foot for braking.

Critical driving errors

- ✗ Operating the accelerator in a way that compromises safety.
- ✗ Unnecessarily braking abruptly causing following vehicles to take evasive action.
- ✗ Rolling on a grade where safety is compromised.
- ✗ Heavy brake operation that causes the wheels to lock up and skid.
- ✗ Riding the brake causing erratic vehicle control.
- ✗ Operating the handbrake at a speed higher than a fast walk resulting in a loss of vehicle control.
- ✗ Leaving the handbrake on in a way that affects the performance of the vehicle.

Steering

Safe drivers steer a safe and steady course appropriate for the road and traffic conditions, using a steering method that allows full control of the steering wheel and the vehicle. You must steer accurately and at the appropriate time, maintaining a safe and steady course for the road and traffic conditions. You must operate the steering wheel using the hand over hand or pull-push method.

You will be expected to:

- Steer accurately and stay on track.
- Steer in a way that assists you to control the vehicle.
- Steer with both hands unless you are operating vehicle controls.
- Keep your hands on the outside of the steering wheel.
- Keep your hands in a position that allows you to adjust your steering.

Your driving examiner will record an error if you don't steer effectively and safely, operating the steering wheel in an appropriate manner.

Non-critical driving errors

- ✗ Failing to steer a steady course.

- ✖ Rolling up an angle type kerb without mounting it.
- ✖ Operating the steering wheel incorrectly:
 - Placing hands inside the rim of steering wheel.
 - Steering with one hand only, or using the palm of one hand.
 - Holding the steering wheel with arms crossed or in a manner that restricts movement of the wheel.

Specific repeated driving error

- ✖ Six or more non-critical steering control errors.

Critical driving errors

- ✖ Losing control of the steering.
- ✖ Removing both hands from the steering wheel while the vehicle is in motion.

Road position

Safe drivers choose the best road position for the driving situation. You must choose the appropriate road position for the conditions, selecting the best lane to drive in and positioning your vehicle safely within the lane. You also must overtake and stop or park correctly.

You will be expected to:

- Maintain a safe, legal position on the road.
- Choose the best position for the road and traffic conditions.
- Drive safely within the lane.
- Overtake only when it is safe and legal to do so.
- Stop or park only when it is safe and legal to do so.

Your driving examiner will record an error if your vehicle is not in the correct road position appropriate to the road or traffic situation or you overtake, stop or park incorrectly.

Non-critical driving errors

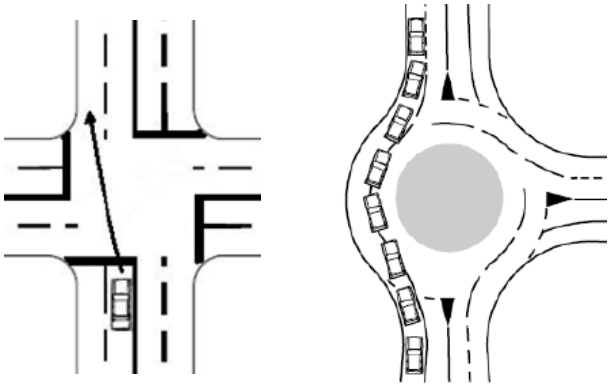
- ✖ Failing to stay within the confines of a lane.
- ✖ Driving with less than one third of the vehicle unnecessarily on the incorrect side of the road.
- ✖ Taking a road position that is inappropriate for the prevailing road and traffic conditions by failing to read the road ahead and make necessary adjustments to your course.
- ✖ Failing to keep left, where practicable, on a two way road.
- ✖ Unnecessarily driving in the right lane.
- ✖ Stopping or parking illegally.

Specific repeated driving error

- ✖ Six or more non-critical road position errors.

Critical driving errors

- ✖ Taking an inappropriate course while travelling straight through a multi-lane roundabout or intersection.



- ✗ Overtaking inappropriately, such as overtaking without clear view of approaching traffic.
- ✗ Stopping on a level crossing.
- ✗ Stopping on a crest or curve (outside a built-up area) with less than 100m clear visibility to the rear.
- ✗ Driving with one third or more of the vehicle unnecessarily on the incorrect side of the road.

Turning positions

Safe drivers select a road position that ensures a smooth and safe flow of traffic when turning. You must select and maintain an appropriate road position on approach, during and immediately after turning in a variety of situations, including multi-lane roads, roundabouts and intersections.

You will be expected to:

- Select and maintain the correct road position when turning.
- Turn from the correct marked lane (when the road has marked lanes).
- Stay within the lane or on the correct side of the road when turning.
- Take the appropriate course when turning at a multi-lane intersection where you are allowed to turn from more than one marked lane.

Your driving examiner will record an error if you don't select and maintain the appropriate road position when turning.

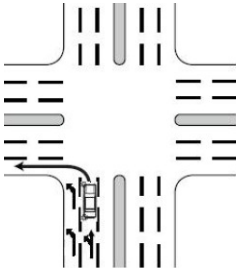
Non-critical driving errors

- ✗ Approaching a left turn in a position that is not as close as practicable to the far left side of the road.
- ✗ After commencing a left turn, failing to position the vehicle as near as practicable to the left boundary of the road. For example, swinging wide to finish the turn unnecessarily close to the centre of a two way road.
- ✗ Taking an inappropriate path when turning left at an intersection from a multi-lane road with a slip lane.
- ✗ Negotiating a left turn with any part of the vehicle encroaching unnecessarily onto incorrect road space.
- ✗ In a vehicle 7.5m or more in length, unnecessarily encroaching onto road space in an adjacent lane on the approach to the turn.
- ✗ On the approach to a right turn, failing to keep the vehicle entirely within the lane boundary or to the left of, parallel to and as close as practicable to the centre of the road, dividing line or median strip.
- ✗ Failing to turn right from a position as close as practicable to the far right side of a one way street.
- ✗ Positioning the front wheels to the right while waiting to turn right.
- ✗ Making a wide right turn by driving unnecessarily to the left of the centre of the intersection.
- ✗ Cutting the corner marginally when turning right without causing a potentially dangerous situation.

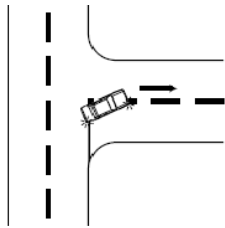
Critical driving errors

- ✗ Turning from, or through, an incorrect or non-allocated marked lane.

- ✗ Taking an inappropriate course when turning at a multi-lane intersection where it is permitted to commence the turn from more than one marked lane.



- ✗ Causing other vehicles to take evasive action because of incorrect positioning when turning left.
- ✗ Undertaking a U-turn on a multi-lane roundabout from the left lane.
- ✗ Driving with one third or more of the vehicle unnecessarily on the incorrect side of road.



Speed choice

Safe drivers choose the speed that best suits the driving conditions, continually monitoring traffic and road conditions and adjusting their speed as required. You must drive at a safe and legal speed, progressing with the flow of traffic at a speed appropriate for the situation. Your acceleration should be smooth, progressive and appropriate for the conditions.

You will be expected to:

- Comply with the legal speed limit.
- Drive a speed that is suitable and safe for the conditions.
- Vary your speed appropriately, speeding up or slowing down to suit the conditions or manoeuvre.
- Smoothly adjust to a suitable and safe speed.

Your driving examiner will record an error if you don't appropriately and legally manage your speed.

Non-critical driving errors

- ✗ Failing to adjust speed appropriately in response to an advisory speed sign.
- ✗ Failing to adjust speed appropriately when merging.
- ✗ Accelerating too rapidly or too slowly for the traffic and environmental conditions.
- ✗ Driving too fast for the situation, including in reverse, but not exceeding speed limit.
- ✗ Driving too slowly for the traffic and environmental conditions.

Critical driving errors

- ✗ Driving over the speed limit.
- ✗ Increasing speed while being overtaken.
- ✗ Driving too fast for the situation, including in reverse, and compromising safety.
- ✗ Driving excessively slowly for the traffic and environmental conditions.

Observation, scanning and shoulder checks

Safe drivers are aware of their surroundings, they continually monitor other road users and road conditions and respond in a defensive manner if a road or traffic hazard occurs. You must constantly scan, observe

and monitor the driving environment in every direction to maintain a high level of awareness, using the rear vision mirrors on the approach to any hazard or potential hazard. You must respond quickly and defensively if a hazard occurs.

You will be expected to:

- Continually scan and observe the road space ahead, beside and behind your vehicle.
- Regularly check your mirrors so you know what is happening behind you.
- Check your blind spots before changing your road position.
- Look behind you before and while reversing.
- Be aware of traffic conditions beyond the immediate vicinity of your vehicle.
- Respond in a quick and defensive manner if a road or traffic hazard occurs.

Your driving examiner will record an error if you don't appropriately scan, observe and monitor the driving environment or respond appropriately to a hazard.

Non-critical driving errors

- ✗ Failing to scan and observe the road space ahead, to the sides and behind the vehicle.
- ✗ Late scanning, rushed scanning and not scanning in the correct direction for potential hazards.
- ✗ Failing to conduct a blind spot shoulder check at every lane change or divergence.
- ✗ Failing to scan and observe primarily to the rear while reversing.
- ✗ Diverting attention away from the driving task for an inappropriate period of time.
- ✗ Failing to check the rear vision mirrors before slowing or stopping the vehicle, turning, changing lanes, diverging, merging or confronting any traffic hazard.
- ✗ Staring into a mirror for a prolonged period (excessive for the driving situation).
- ✗ Failing to respond appropriately or quickly enough in the event of a traffic hazard.

Specific repeated driving error

- ✗ Six or more non-critical diverging situations where blind spot shoulder checks are not conducted.

Critical driving errors

- ✗ Failing to scan and observe at an uncontrolled intersection or uncontrolled level crossing.
- ✗ Failing to scan and observe at an intersection with a traffic control, such as a give way sign.
- ✗ Diverting attention from the direction of travel, including conducting the blind spot check, in a way that compromises the safety of the driving task.

Judgement

Safe drivers carefully observe traffic and choose a safe gap so other drivers don't have to take evasive action and aren't unnecessarily delayed. You must judge and utilise a safe gap in traffic when negotiating intersections, changing lanes and merging, responding appropriately to traffic and pedestrians.

You will be expected to:

- Decide which gap allows you sufficient space to safely complete the manoeuvre.
- Select and drive smoothly into the first available safe gap in traffic after observing the conditions.
- Reject unsafe gaps.
- Respond to the speed and distance of traffic and pedestrians.

Your driving examiner will record an error if you don't exercise appropriate judgement.

Non-critical driving errors

- ✗ Failing to appropriately judge the speed and distance of other vehicles while negotiating lane changes, intersections, or merging situations.
- ✗ Stopping in a situation where there are no vehicles or pedestrians present and it is clear to proceed.
- ✗ Stopping appropriately, but not proceeding when presented with a safe gap in the traffic.
- ✗ Giving way unnecessarily to another road user (incorrect application of give way rules).

Specific repeated driving error

- ✗ Four or more non-critical judgement errors.

Critical driving errors

- ✗ Entering a choked intersection causing obstruction to other vehicles, trains or pedestrians.
- ✗ Entering or attempting to enter a level crossing causing obstruction to other vehicles, trains or pedestrians.
- ✗ Failing to leave an intersection when the lights turn yellow or red, after moving into the intersection on a green light waiting to turn right.
- ✗ Failing to give way to vehicles and other road users.

Safety margins

Safe drivers ensure there is an appropriate buffer zone around their vehicle, leaving sufficient distance between their vehicle and the vehicle in front to allow time to deal with unexpected events. You must maintain an appropriate following distance from the vehicle in front for the driving conditions and a safe distance between your vehicle and other vehicles, cyclists and obstacles you are passing. You must also ensure you are in the correct position when you stop in a line of traffic.

You will be expected to:

- Adjust your speed to maintain an appropriate following distance from the vehicle in front of you.
- Leave a safe distance when passing or overtaking vehicles and roadside obstacles.
- Change your road position to create space from hazards.
- Leave the appropriate minimum distance for the speed zone between your vehicle and the bicycle when passing cyclists.
- Keep a distance of one to two vehicle lengths behind the vehicle in front of you when stopped in traffic.

Your driving examiner will record an error if you follow another vehicle too closely, stop too close to the vehicle in front in traffic, or don't leave a safe distance when passing or overtaking other vehicles, cyclists and roadside obstacles.

Non-critical driving errors

- ✗ Reducing the following distance from the vehicle in front to less than two seconds but more than one second.
- ✗ Reducing the following distance from the vehicle in front to less than four seconds but more than two seconds in adverse conditions.
- ✗ Stopping in a line of traffic with insufficient space from the vehicle in front.
- ✗ Driving too close to parked vehicles, cyclists, pedestrians or oncoming traffic at normal road speeds, without compromising safety.
- ✗ Driving too close to the left edge or kerb of the road or the right edge or kerb of a one way street.

Specific repeated driving error

- ✗ Four or more non-critical safety margin errors.

Critical driving errors

- ✗ Reducing the following distance from the vehicle in front to one second or less.
- ✗ Reducing the following distance from the vehicle in front to two seconds or less in adverse conditions.
- ✗ Failing to maintain a safe distance when close to other vehicles, cyclists, roadside obstacles, or pedestrians.
- ✗ Failing to leave a minimum distance of 1m when passing cyclists in a 60km/h or less speed zone.
- ✗ Failing to leave a minimum distance of 1.5m when passing cyclists in speed zone in excess of 60km/h.
- ✗ Reducing the following distance to below 60m in areas outside a built up area (class HC only).

Signalling

Safe drivers signal their intentions to turn or diverge to other road users before they do so. You must signal in the correct direction for long enough to give road users sufficient warning of your intention to turn, diverge, change lanes, move to the edge of the road, or enter a line of traffic. You must signal for at least five seconds before moving off from a stationary position.

You will be expected to:

- Indicate for as long as necessary to let other road users know your intentions.
- Indicate for at least five seconds before moving off from a stationary position.
- Keep the indicator on until you have completed the manoeuvre.
- Stop indicating within five seconds of completing the manoeuvre.

Your driving examiner will record an error if you don't appropriately signal your intention to turn or diverge.

Non-critical driving errors

- ✗ Failing to signal with sufficient warning before turning or diverging or when otherwise required to.
- ✗ Failing to signal left before exiting a roundabout.
- ✗ Activating the signal in the wrong direction.
- ✗ Failing to cancel the signal within five seconds after the turn or divergence is completed.
- ✗ Cancelling the signal prematurely before the turn or divergence is completed.
- ✗ Signalling unnecessarily, where confusion to other road users may occur.

Specific repeated driving error

- ✗ Six or more non-critical signalling errors.

Critical driving error

- ✗ Signalling incorrectly and causing a dangerous situation.

Signs, signals and road markings

Safe drivers obey road signs, traffic signals and road markings. You must obey any regulatory road sign, traffic signal or road marking, noting that you are allowed to drive over single and double continuous white dividing lines to avoid an obstruction or to pass a cyclist so long as you can do so safely.

You will be expected to:

- Comply with all road signs and traffic signals and road markings.
- Come to a complete stop at stop signs and lines, stopping before the stop line or as near as practicable but before entering the intersection if there is no line.
- Safely and effectively drive through intersections with traffic lights, without blocking the intersection or causing unnecessary delays.

Your driving examiner will record an error if you don't obey a regulatory road sign, traffic signal or road marking.

Non-critical driving errors

- ✖ Bringing the vehicle to a stop protruding marginally over a stop line.
- ✖ Disobeying a 'through traffic keep right' sign.
- ✖ Failing to enter the intersection on a green light to wait for a safe gap in the traffic when turning right at traffic signals.
- ✖ Inappropriately moving into the intersection behind another vehicle when turning right and facing a traffic signal showing a green light.
- ✖ Demonstrating poor knowledge or understanding of traffic signals.
- ✖ Unnecessarily crossing a continuous line separating lanes.

Critical driving errors

- ✖ Disobeying any regulatory road sign, traffic signal or road marking.
- ✖ Disobeying a stop sign, including by driving through a stop sign at any speed or not stopping at the stop line or, if there is no stop line, as near as practicable to but before the intersection.
- ✖ Stopping with the vehicle over the stop line or intersection to an extent that could cause a potentially dangerous situation.

Manoeuvres

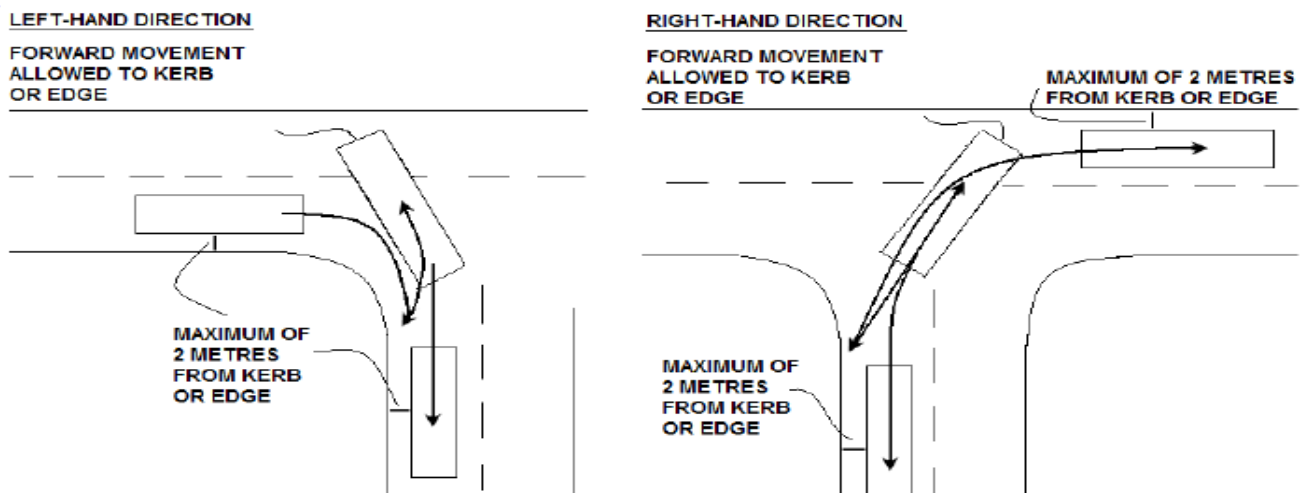
As part of the test you will be required to perform certain manoeuvres depending on the class of heavy vehicle licence you are applying for. You will be assessed on your ability to manoeuvre your heavy vehicle legally, safely, efficiently and accurately.

Reversing exercise (class LR, MR and HR)

You must reverse the vehicle around a corner as if reversing into a loading bay.

You will be expected to:

- Commence the exercise from a position parallel to and within 2m of the left road edge or kerb.
- Complete the exercise with the vehicle parallel to and within 2m of the edge or kerb.
- Complete the exercise with at most two reverse movements and one forward movement.
- Predominantly use the vehicle's mirrors when observing to the rear, but an occasional glance over the shoulder is allowed.
- Complete all relevant performance checks when completing the manoeuvre (for example observing, scanning and shoulder checks).



Your driving examiner will record an error if you don't appropriately manoeuvre your vehicle.

Non-critical driving errors

- ✗ Initially positioning the vehicle further than 2m away from the kerb to commence the reversing manoeuvre on the first attempt.
- ✗ Finishing the exercise more than 2m away from the kerb on the first attempt.
- ✗ Failing to primarily use the exterior mirrors when observing to the rear during the manoeuvre.

Critical driving error

- ✗ Failing to successfully complete the reversing manoeuvre within two attempts.

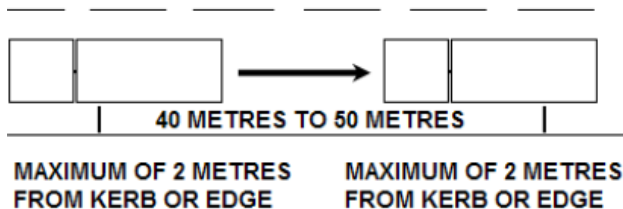
Errors may also be recorded for other aspects of your driving performance, such as observing, scanning and shoulder checks, if you don't meet the requirements of these performance checks when completing the manoeuvre.

Reversing exercise (class HC)

You must reverse the vehicle in a straight line over a distance of between 40-50 metres

You will be expected to:

- Commence the exercise from a position parallel to and within 2m from the left road edge or kerb.
- Complete the exercise with the vehicle parallel to and within 2m of the edge or kerb.
- Predominantly use the vehicle's mirrors when observing to the rear, but an occasional glance over the shoulder is allowed.
- Complete all relevant performance checks when completing the manoeuvre (for example observing, scanning and shoulder checks).



Your driving examiner will record an error if you don't appropriately manoeuvre your vehicle.

Non-critical driving errors

- ✗ Initially positioning the vehicle further than 2m away from the kerb to commence the heavy vehicle reversing manoeuvre on the first attempt.
- ✗ Finishing the exercise more than 2m away from the kerb on the first attempt.
- ✗ Failing to primarily use the exterior mirrors when observing to the rear during the manoeuvre.

Critical driving error

- ✗ Failing to successfully complete the reversing manoeuvre within two attempts.

Errors may also be recorded for other aspects of your driving performance, such as observing, scanning and shoulder checks, if you don't meet the requirements of these performance checks when completing the manoeuvre.

Hill start (class LR, MR, HR and HC)

You must move off smoothly from a stationary position and travel up a moderate incline without rolling back.

You will be expected to:

- Use the hand brake to secure the vehicle when waiting to move off on a hill (in class LR, MR and HR vehicles not moving from a parked position).
- Use the trailer brake to secure the vehicle when waiting to move off on a hill (in class HC vehicles not moving from a parked position).
- Complete all relevant performance checks when completing the manoeuvre (for example observing, scanning and shoulder checks, and signalling).

Your driving examiner will record an error for aspects of your driving performance, such as gears, clutch control and stalling, if you don't meet the requirements of these performance checks when completing the manoeuvre.

Gear change (class MR, HR and HC)

You must change down the gears to a lower gear (excluding crawler gears) while the vehicle is in motion travelling along a road with a level surface or a slight incline.

You will be expected to:

- On vehicles fitted with a five or six speed gear box (with constant mesh in first gear and syncro the remainder), change down to second gear with the vehicle in motion.
- Be able to split gears while changing up during this exercise if the gearbox of your vehicle has a facility for splitting gears.
- Be able to downshift to a lower gear if the automatic gearbox of your vehicle has the facility for downshifting.
- Complete all relevant performance checks when completing the manoeuvre (for example gears, clutch control and stalling, speed choice and drives to conditions).

Your driving examiner will record an error if you don't appropriately manoeuvre your vehicle.

Critical driving error

- ✗ Failing to successfully complete the gear changing exercise within two attempts.

Errors may also be recorded for other aspects of your driving performance, such as gears, clutch control and stalling, if you don't meet the requirements of these performance checks when completing the manoeuvre.

Sequence uncouple/recouple (class HC)

You must uncouple and recouple the trailer in the correct sequence having regard to all safe practices.

You will be expected to:

- Uncouple and recouple the trailer in the correct sequence within approximately 12 minutes.
- Have regard to all safe practices.

To uncouple the trailer you will need to:

- Apply park brake to vehicle and alight from the cab facing the vehicle.
- Secure wheel chocks.
- Lower trailer/drawbar support legs.
- Disconnect, retract and secure the electric cable, hydraulic lines, brake hose, and chains where applicable from the trailer.
- Release turntable jaws/pin coupling.

To recouple the trailer you will need to:

- Ensure pin coupling/jaws are in the correct position for recoupling.
- Reverse the vehicle back towards the trailer.
- Check that all mechanisms have locked, after the vehicle and trailer have coupled, by attempting to carefully ease forward against the trailer brakes (tug test) and visually checking the coupling to ensure locking pin/jaws have engaged.
- Connect and check the condition of the brake hoses, hydraulic lines, electric cables and chains if applicable (ensuring they are crossed).
- Wind up trailer support legs and lock in position or secure draw bar leg.
- Start the engine and build up air pressure to operating level.
- Walk around the vehicle listening for air leaks and check the condition of all tyres.
- Remove wheel chocks (if applicable).
- Check trailer brake, foot brake lights, indicators, and sound the horn.
- Conduct an additional test using the trailer brake at low speed (less than 5km per hour).

Your driving examiner will record an error if you do not uncouple and recouple the trailer in the correct sequence having regard to all safe practices.

Non-critical driving errors

- ✖ Failing to ensure the release of jaws/pin coupling in preparation for the uncouple or recouple.
- ✖ Not securely stowing the chocks and not causing a potentially hazardous situation.
- ✖ Failing to conduct trailer brake test after recoupling of trailer.

Critical driving errors

- ✖ Failing to complete the task.
- ✖ Omitting a segment, or completing a segment out of sequence, causing a potentially dangerous situation to arise, such as:
 - Failing to apply park brake.
 - Failing to carry out an initial tug test.
 - Failing to lower or raise support legs and secure wind-up handle.
 - Failing to ensure jaws/pin coupling is locked.
 - Failing to chock wheels when required.
 - Failing to disconnect and secure or reconnect hoses and cables.
 - Failing to ensure that air pressure is at a correct operating level before driving off.

After the test

After you have completed all required driving tasks, your driving examiner will direct you back to the testing centre. Your driving examiner will give you feedback about your performance, and tell you whether you have been successful or unsuccessful. Any driving errors that you made during the test will be explained, with any areas of your driving that need improvement identified. You will also be given a copy of your Driving Assessment Report.

If you are unsuccessful, the feedback will help you focus your driving practice on specific areas before you attempt the test again.

Test result

You will receive an **'unsuccessful'** result if you accumulate:

- ✗ Nine or more non-critical driving errors.
- ✗ One specific repeated driving error.
- ✗ One critical driving error.
- ✗ One general critical driving error.

A **test terminated** result is recorded if:

- ✗ You refuse to attempt any part of the test without a valid reason.
- ✗ You coerce the driving examiner, through offering a bribe or suggesting any form of corrupt practice.
- ✗ You are under the influence of alcohol or other drugs.
- ✗ You are ill to the point that it would not be appropriate to continue the test.
- ✗ You receive instruction or advice from a third party (relative, driver trainer) after the test commences.
- ✗ You don't comply with the audio/visual recording requirements.
- ✗ Your vehicle is unsuitable, including failed vehicle check or it becomes apparent during the test that the vehicle is not functional for the purposes of testing.
- ✗ Your vehicle breaks down after the test has commenced.
- ✗ There are extremely adverse weather conditions.
- ✗ You are involved in an accident.

If you receive a **'successful'** result you are eligible to apply for that class of heavy vehicle licence.

