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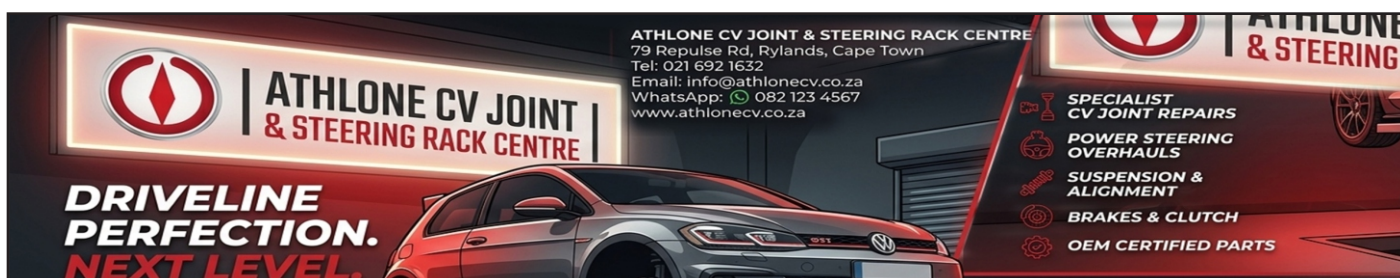
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INTRODUCTION

Obtaining your driver's licence is an important milestone that gives you the freedom and responsibility to drive safely on public roads.

The driving licence test is a practical assessment designed to evaluate the skills, knowledge, observation, and control of aspiring motor vehicle and motorcycle drivers in real traffic conditions.

The test is conducted according to the official K53 driving standard and is aimed at ensuring that every driver can operate a vehicle safely, responsibly, and confidently while obeying the rules of the road.

Whether you are preparing for a light motor vehicle licence or a heavy motor vehicle licence, understanding what is expected during the test can greatly improve your chances of passing successfully.

Purpose of the Driving Licence Test

The practical driving test is designed to assess whether a learner driver is capable of:

- Operating a vehicle safely and competently
- Applying the rules of the road correctly
- Maintaining proper observation and awareness
- Demonstrating responsible driving habits
- Controlling the vehicle under different traffic situations
- Responding correctly to road signs, hazards, and road users
- Examiners evaluate both your technical driving ability and your overall attitude towards road safety

What the Driving Licence Test Covers

Light and Heavy Motor Vehicle Test.

The driving test applies to both light motor vehicles and heavy motor vehicles.

Pre-Trip Inspection of the Vehicle.

Before the road test begins, you may be required to perform a pre-trip inspection to demonstrate that the vehicle is roadworthy and safe to drive.

Starting the Engine.

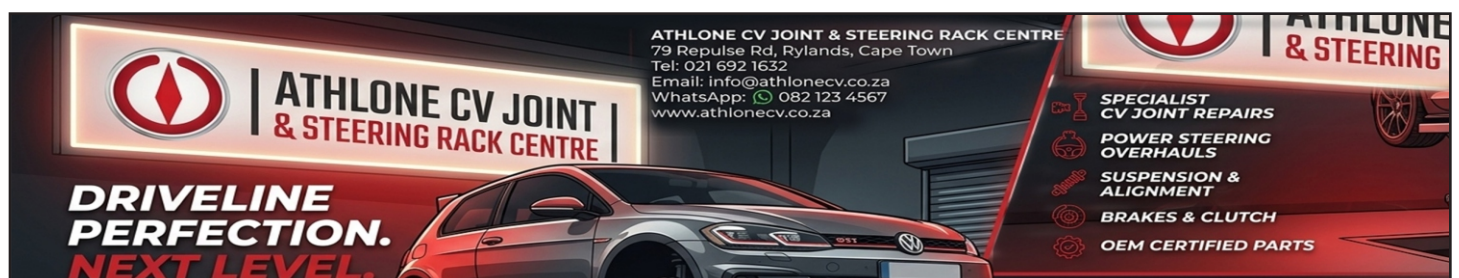
You will need to demonstrate the correct and safe procedure for starting the vehicle.

Changing Lanes.

Lane changing is an important part of everyday driving and requires good observation and planning.

Speed Control. Maintaining the correct speed is essential for road safety.

Turning Left and Right at Intersections. Intersections are one of the most important parts of the driving test.





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Proceeding Through an Intersection.

The examiner will assess your ability to safely proceed through controlled and uncontrolled intersections.

Uncontrolled Intersections.

At uncontrolled intersections, drivers must apply the correct right-of-way rules and maintain a high level of observation.

Stopping at a Stop Sign.

A complete stop is required at all stop signs.

Railway Level Crossing.

You may encounter railway crossings during your driving test.

Pedestrian Crossing. Drivers must always remain alert for pedestrians.

Entering a Freeway.

Freeway driving requires confidence and proper speed control.

Emergency Stop.

The emergency stop test evaluates your reaction and vehicle control during a sudden stop situation.

- **Passing your driving licence test requires preparation, practice, and confidence.**
- **It is highly advisable to take practical driving lessons with a qualified driving instructor who can provide valuable hands-on training, practical insight, and expert guidance on the K53 driving test procedures.**
- **Consistent practice will help you develop the observation skills, vehicle control, and confidence needed to pass your test successfully and become a safe driver for life.**





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CONDITIONS LEADING TO IMMEDIATE DISQUALIFICATION

The following actions will result in immediate termination of the test and a fail result, as they are considered serious safety violations or critical test failures under K53 assessment standards:

Light and Heavy Motor Vehicles

1. Vehicle Condition and Legal Compliance

- Using a vehicle that is not roadworthy or not properly licensed.
The vehicle must be in a safe, legal, and roadworthy condition.
Any defects that compromise safety or legality will result in immediate failure.
- Mechanical failure during the test.
If the vehicle experiences a mechanical breakdown or failure that affects safe operation, the test will be stopped and marked as a failure.

2. Dangerous or Unsafe Driving Behaviour

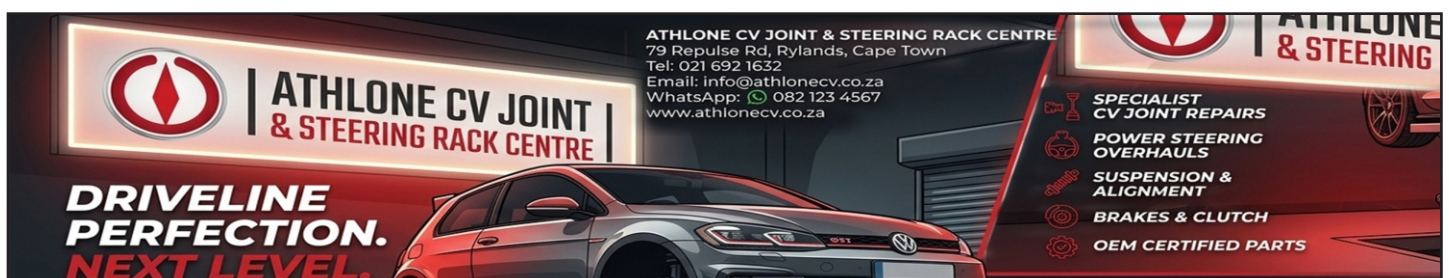
- Performing any uncontrolled, reckless, or dangerous action.
- Any loss of control, unsafe manoeuvre, or behaviour that endangers yourself, the examiner, or other road users will result in immediate disqualification.
- Being involved in a preventable collision
- Any accident or collision that could reasonably have been avoided will lead to immediate test termination and a fail outcome.
-

3. Manoeuvres and Vehicle Control

- Failing to complete a manoeuvre within the permitted number of attempts
All yard and parking exercises must be completed within the allocated attempts.
Failure to do so will result in disqualification.
- Allowing the vehicle to roll forward or backward unintentionally
Any uncontrolled movement of the vehicle, whether during stationary control or manoeuvres, is considered a critical fault.
- Failing to correctly demonstrate hand signals when instructed
Inability to perform required hand signals accurately and safely when requested will result in immediate failure.

4. Time and Penalty Limit Violations

- Exceeding the 20-minute time limit for the yard test
The yard test must be completed within the allocated time. Any overrun results in immediate disqualification.
- Accumulating more than 50 penalty points during the yard test
Reaching or exceeding this threshold indicates insufficient control and results in automatic failure.
- Exceeding 8 penalty points per minute during the road test
During the road driving assessment, exceeding the allowable penalty point rate will result in immediate test termination and failure.



MOTORCYCLE. TIME LIMITS, TEST PROCEDURES AND DISQUALIFICATION

Preparing for your motorcycle driving licence test requires more than simply learning how to ride. Candidates must understand the official testing procedures, time limits, safety requirements, and practical riding skills that are assessed during the examination.

The motorcycle driving licence test is conducted according to the official K53 standard and is designed to evaluate your ability to safely control and operate a motorcycle in both yard and road conditions. Understanding the structure of the test beforehand can help reduce stress, improve confidence, and increase your chances of passing successfully.

Motorcycle Test Sections

The motorcycle driving licence test consists of several important sections that assess your riding ability, observation skills, balance, judgement, and road safety awareness.

The test includes the following:

- Pre-trip inspection of the motorcycle
- Mounting and dismounting correctly
- Starting and stopping the engine
- Speed management and control
- Lane changing
- Turning speed judgement
- Emergency stop procedures
- Emergency swerve techniques
- Correct stopping procedures
- Yard test manoeuvres
- Road test evaluation

Each section is carefully assessed by the examiner according to K53 standards.

Pre-Trip Inspection of the Motorcycle

Before the riding test begins, candidates may be required to perform a pre-trip inspection to demonstrate that the motorcycle is roadworthy and safe to operate.

This inspection may include checking:

- Tyres and tyre pressure
- Brakes
- Indicators and lights
- Mirrors
- Horn
- Chain condition
- Fuel level
- General mechanical condition
- Oil leaks

The purpose of this inspection is to ensure that riders understand the importance of motorcycle safety and proper maintenance before entering public roads.

Passing your driving licence test requires preparation, practice, and confidence. It is highly advisable to take practical driving lessons with a qualified driving instructor who can provide valuable hands-on training, practical insight, and expert guidance on the K53 driving test procedures. Consistent practice will help you develop the observation skills, vehicle control, and confidence needed to pass your test successfully and become a safe driver for life.

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Conditions Leading to Immediate Disqualification

The following actions will result in immediate termination of the motorcycle test and a fail result. These are classified as critical errors under the K53 system and relate to safety, balance control, observation, and lawful riding behaviour.

Motorcycles

1. Rider and Motorcycle Condition

You will be disqualified if you,

- Use a motorcycle that is not roadworthy or not properly licensed.
- Fail to wear the required protective gear (including helmet, gloves, and appropriate footwear where applicable).
- Operate a motorcycle with any mechanical defect that compromises safe control or braking ability
- Experience a mechanical failure during the test that affects safe riding.

2. Dangerous Riding and Safety Violations

Immediate failure will occur if you,

- Perform any reckless, uncontrolled, or dangerous riding action.
- Lose control of the motorcycle at any point.
- Ride in a manner that endangers yourself, the examiner, pedestrians, or other road users.
- Are involved in a collision that could reasonably have been avoided.
- Fall off the motorcycle during any part of the test.

3. Balance, Control and Low-Speed Handling

Immediate failure will occur if you,

- Put a foot down unnecessarily during controlled slow-speed manoeuvres (where balance must be maintained).
- Allow the motorcycle to fall over or tip during any exercise.
- Fail to maintain balance during figure-of-eight, cone weave, or similar control exercises.
- Stall repeatedly in a manner that indicates loss of control or inability to operate the clutch and throttle correctly.
- Cross or knock over cones during precision riding exercises.

4. Observation and Road Awareness

Immediate failure will occur if you,

- Fail to perform required observation checks (mirror and shoulder checks) when changing direction or lane position.
- Do not demonstrate proper awareness of surrounding traffic conditions.
- Fail to yield or give right of way when required by road rules or examiner instruction.
-

5. Manoeuvres and Test Requirements

Immediate failure will occur if you,

- Fail to complete any required manoeuvre within the permitted number of attempts.
- Do not successfully complete emergency stop or controlled braking exercises when instructed.
- Fail to demonstrate correct control during acceleration, deceleration, and gear changes.
- Deviate significantly from the prescribed test path or instructions.
-

6. Time Limits and Penalty Thresholds

The test will be terminated if you,

- Exceed the allocated time limit for any section of the test.
- Accumulate excessive penalty points beyond the allowable threshold for the motorcycle test.
- Demonstrate repeated critical errors indicating unsafe riding competence.

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PENALTY POINT ALLOCATION

For each yard test manoeuvre, a detailed penalty point table is provided. This table indicates the number of penalty points that may be allocated for errors made during the execution of specific elements within each manoeuvre, such as,

- Parallel parking
- Incline start
- Alley docking
- Other controlled yard exercises

Penalty points are assigned based on performance accuracy, control, and adherence to correct K53 procedures.

How Penalty Points Are Applied

Penalty points are awarded for any action or inaction that demonstrates incorrect driving technique or failure to follow required procedures. These include,

Actions performed incorrectly

For example: incorrect vehicle positioning when preparing for a turn.

Actions that are unnecessary or unsafe

For example: stopping the vehicle without valid reason or instruction.

Required actions that are omitted

For example, failing to signal an intended movement or direction change.

Understanding the Severity of Errors

The number of penalty points allocated to each error reflects its level of importance within the test criteria. In general,

Low penalty values indicate minor procedural errors.

Higher penalty values indicate critical control or observation failures that significantly impact safety and test performance. For example,

Failing to perform a required 360-degree observation check during a manoeuvre may result in 5 penalty points.

Not signalling your intention when required may also result in 5 penalty points.

These examples demonstrate that observation, communication, and vehicle control are key competencies assessed throughout the test.

Critical (Immediate Failure) Elements

In the penalty tables, certain elements are highlighted in a shaded box.

These represent critical requirements.

If a candidate fails to perform any of these actions correctly, it will result in Immediate disqualification,

Penalty points allocation:	
Vehicle rolls back and forwards	
Touch any obstacle	
Not successful in the number of attempts allowed	
360 degree observation	5
Signal intention	5
Moving off	1
Counter-steering	1
Signal cancelled	4

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ABBREVIATIONS AND TERMS USED BY EXAMINERS

The following explanations describe the meaning of the abbreviations and instructions commonly used during driving manoeuvres and driving tests.

Observe 360 Degrees

Before carrying out any manoeuvre, carefully check for hazards in all directions to ensure there is a safe space around your vehicle.

A proper 360-degree observation includes,

Looking ahead and behind the vehicle.

Checking both side mirrors.

Using the interior rear-view mirror.

Looking over your shoulder(s) to check blind spots.

Identifying pedestrians, cyclists, vehicles, or any other potential hazards.

This observation helps ensure that the manoeuvre can be completed safely without affecting other road users.

Check the Mirrors

Check all rear-view mirrors, including,

The interior rear-view mirror.

The left and right exterior mirrors.

Look for approaching vehicles, cyclists, or other road users that could be affected by your intended manoeuvre.

Mirror checks should be performed regularly before changing speed, direction, or position on the road.

Check Blind Spot(s)

Blind spots are areas around the vehicle that cannot be seen in the mirrors.

To check a blind spot,

Turn your head and look over the appropriate shoulder.

Check for vehicles, cyclists, pedestrians, or other hazards that may be hidden from view.

Depending on the manoeuvre, you may be required to:

Check the left blind spot.

Check the right blind spot.

Check both blind spots.

The instructions for the manoeuvre will specify which blind spot(s) must be checked. When checking a blind spot, keep the steering wheel straight to maintain vehicle control.

Signal

Once you have determined that it is safe to proceed, use the indicators to communicate your intentions to other road users.

Signals should be used,

Before moving off.

Before changing lanes.

Before turning.

Before pulling over or leaving a parking bay.

When slowing down, your brake lights will also warn drivers behind you. If you need to slow down rapidly, lightly tapping the brake pedal a few times can help alert following drivers before applying firmer braking.

Cancel Signal

Always ensure that the indicator has cancelled after completing a turn or lane change.

If the signal remains on,

Cancel it manually.

Confirm that no incorrect signal is being displayed.

Failing to cancel a signal can mislead other road users, potentially causing confusion, collisions, or dangerous situations.

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ABBREVIATIONS AND TERMS USED BY EXAMINERS**Select Gear**

Choose the appropriate gear for the speed, road conditions, and manoeuvre being performed.

Examples include.

1st Gear – Moving off, hill starts, and slow-speed manoeuvres.

Reverse Gear – Reversing manoeuvres.

Higher Gears – Normal driving at increasing speeds.

Where a specific gear is required, the manoeuvre instructions will clearly state which gear to select.

N / P

Select, N (Neutral) for manual transmission vehicles.

P (Park) for automatic transmission vehicles.

This position should normally be selected when the vehicle has come to a complete stop and the parking brake has been applied.

Obtain Clutch Control

(Manual Transmission Vehicles Only)

Clutch control refers to finding and maintaining the clutch's biting point, allowing the vehicle to move slowly and smoothly without stalling.

Good clutch control is essential during:

Parking manoeuvres.

Reversing.

Hill starts.

Slow-speed driving.

Maintain steady control of the clutch and avoid sudden movements to ensure smooth vehicle operation.

Apply Parking Brake

The parking brake (handbrake) secures the vehicle and prevents it from rolling when stationary.

Always apply the parking brake,

When instructed during a manoeuvre.

When parking the vehicle.

Before selecting Neutral or Park after stopping.

Ensure the vehicle is fully secured before releasing the foot brake where applicable.

Release parking break

Release the parking break so that the vehicle is free to move.

Move Off

Moving off means setting the vehicle in motion safely from a stationary position.

Before moving off,

Check mirrors.

Check blind spots.

Signal if necessary.

Select the correct gear.

Obtain clutch control (manual vehicles).

Release the parking brake.

Move away smoothly and safely when it is clear to do so.

Always ensure that your actions do not cause other road users to change speed or direction unnecessarily.

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ABBREVIATIONS AND TERMS USED BY EXAMINERS**Position vehicle**

Steer to the position applicable for the maneuver.

This could be moving into the correct lane or the correct side of the road, or positioning the vehicle for parking, or to the starting position for the next maneuver in the yard test.

Clear space

Maintain a clear space around the vehicle, front, rear and sides, to reduce the chance of a collision. Maintain a safe following distance behind the vehicle ahead of you.

	LMV	HMV	M/C
Absolute minimum	2 Seconds	3 Seconds	
Recommended safe	3 Seconds	6 Seconds	4-5 Seconds

Obtain clutch control

Release the clutch pedal slowly to the point where the clutch starts to 'take' and the vehicle will not roll back or forwards.

Disengage clutch

Take your foot completely off the clutch pedal and rest it on the floor, away from the pedal.

Steer

Steer the vehicle in the direction in which you need to move.

Counter steer

Counter steering means turning the steering wheel hard in the opposite direction to which it has just been turned. It is usually done when the steering has been turned quite sharply in one direction e.g. when parking, or turning in the road.

Steer sharp

Turn the steering wheel sharply in the direction indicated, e.g. steer sharp left, steer sharp right..

Move off:

Drive off smoothly, without stalling the engine or jerking the vehicle in any way.

Accelerate

Increase your speed safely and with due consideration to the traffic situation, road gradient, road surface, weather conditions and visibility, and in accordance with any applicable speed limits.

Slow/ brake/ stop

Decrease your speed as appropriate, applying the footbrake if necessary, and stop if necessary with both hands on the steering wheel/handlebars.

Stop

Use the footbrake to slow down and bring the vehicle to a safe stop, with both hands on the steering wheel/handlebars.

Follow through

When turning a corner while towing a trailer, check in the mirror to ensure a safe follow - through of the trailer SO that it does not bump the kerb, or cut the corner.

Move back / backwards

In reverse gear, move the vehicle backwards carefully.

Without rolling

Ensure that the vehicle does not roll forward or backward, according to the slope of the roadway.

MIRROR OBSERVATION SEQUENCE

The K53 Mirror Observation Sequence is the fundamental safety protocol required for every maneuver during the South African driving test. It ensures that a driver maintains a constant, 360-degree awareness of their surroundings before changing the vehicle's speed or direction.

The test is conducted according to the official K53 driving standard and is aimed at ensuring that every driver can operate a vehicle safely, responsibly, and confidently while obeying the rules of the road.

Whether you are preparing for a light motor vehicle licence or a heavy motor vehicle licence, understanding what is expected during the test can greatly improve your chances of passing successfully.

Mirror Adjustment and Handling

Proper setup is the foundation of the Mirror - Signal - Maneuver routine.

Stationary Adjustment:

You must adjust all mirrors to ensure maximum rear-view vision only while the vehicle is stationary

Adjustments While Moving:

You will not be penalized for making a "quick, minor adjustment" to the rear-view mirror while driving. However, any significant adjustment made while the vehicle is in motion will result in penalty points.

Proper Grip:

When adjusting, avoid leaving fingerprints on the glass, as this can obscure your vision and shows a lack of professional care during the test.

K53 Mirror and Blind Spot Procedure

1. PRE-SIGNAL CHECK

1a. Check rear traffic
(No change in speed or course)

1b. Check right lane traffic gap

2. POST-SIGNAL CHECK

Right Indicator Signal

2a. Indicate

2b. Re-check traffic & gap

Section 3. FINAL BLIND SPOT CHECK

OVER-THE-SHOULDER CHECK (ESSENTIAL)

Check blind spot. Move only if clear.

K53 LANE CHANGE PROCEDURE: MIRROR → SIGNAL → MIRROR → BLIND SPOT → MOVE

■ Mirror ➡ Internal ■ Signal ■ Blind Spot 🔊 Interior Post Check ■ Legend i 1a. Check rear traffic (No change in speed or course) ➡ 2a. Indicate Re-check traffic & gap ⊘ Check blind spot. Move only if clear.

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Observation Frequency and Timing

Observation must be constant and purposeful to avoid "poor observation" penalties.

The 5 to 8 Second Rule

You should check your rear-view mirrors every 5 to 8 seconds to maintain a "mental map" of the traffic behind you.

Approaching Hazards

Always check your mirrors as you approach any potential hazard (such as intersections, pedestrian crossings, or narrowed roads) to ensure you can brake or swerve safely if needed.

Duration of Glance

You must look in the mirror long enough to accurately determine the traffic situation behind you.

Avoid "Staring" Do not look into the mirrors for an extended period while moving; doing so will result in a penalty for poor observation, as your primary focus must remain on the road ahead.

Mirror Specifics and Requirements

The type of vehicle and the environment dictate which mirrors are prioritized.

Enclosed Cabins

If you are driving a vehicle with an enclosed cabin (such as a truck or a van where the interior mirror is obstructed), you must check both exterior rear-view mirrors.

Interior vs. Exterior

Generally, you are not strictly required to use exterior mirrors for standard "observation" to the rear if the interior mirror is sufficient.

However, if the vehicle lacks an interior mirror, or if that mirror provides inadequate vision, the use of exterior mirrors becomes mandatory for the test.

The Blind Spot

Remember that mirrors alone are insufficient for lane changes or pulling off; they must always be supplemented by a physical shoulder check to cover areas the mirrors cannot see.



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OPTIMIZING SIGNAL TIMING: COMMUNICATING INTENT WITH PRECISION

Standardized Signaling Procedures (K53)

Effective signaling is more than a technical requirement; it is a critical communication tool used to maintain safety and predictability on public roads. Below are the professional protocols for directional and secondary signals.

1. Directional Indicators and Turn Procedures

Maintaining a clear "Observation-Signal-Action" chain is the foundation of defensive driving.

Pre-Signal Observation

Before activating any signal, drivers must conduct a thorough check of the interior rear-view mirror(s) and the appropriate blind spot. This is mandatory when intending to decelerate, stop, turn, or change lanes.

Optimal Timing

Signals must be activated in good time and maintained for a sufficient duration to warn other road users.

Preventing Confusion

Care must be taken not to signal prematurely, especially near multiple turn-offs, as this may create confusion for other motorists.

Steering Discipline

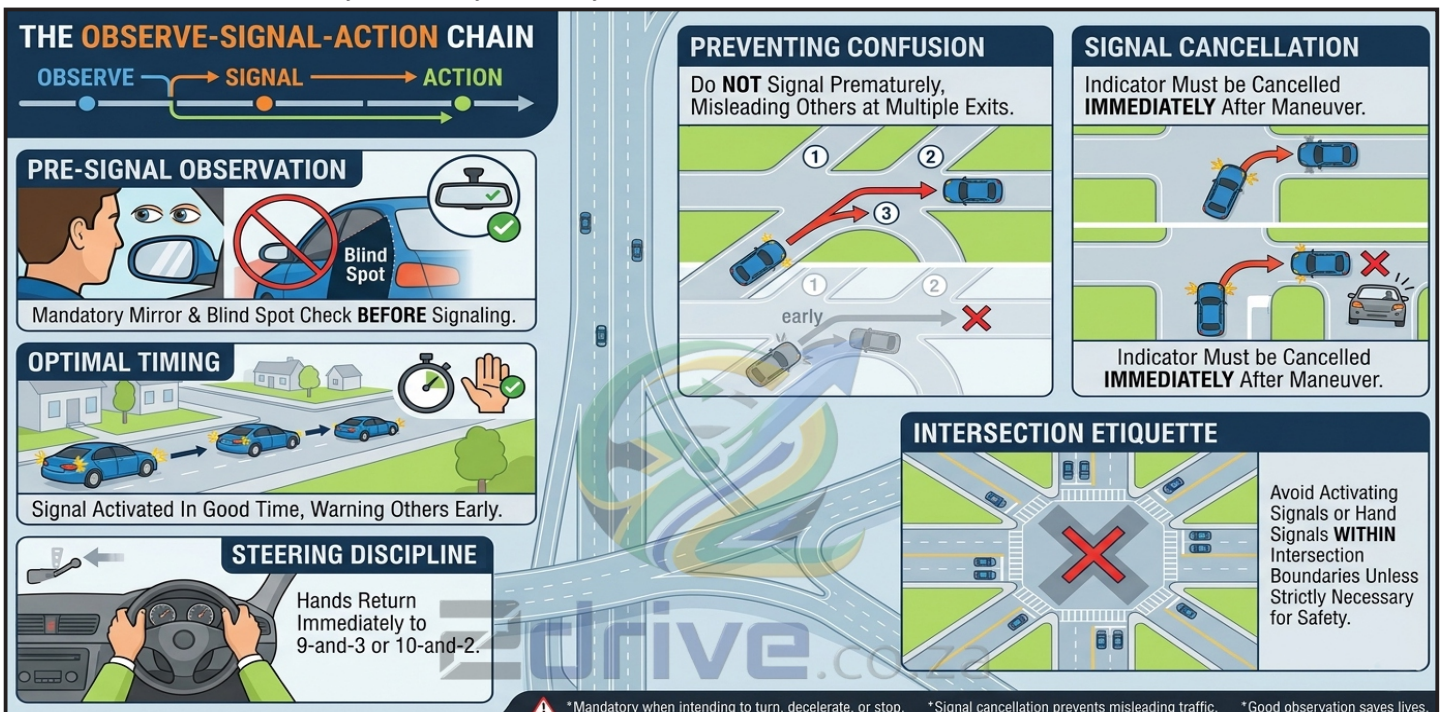
Once the indicator is engaged (or a hand signal is completed), the driver must immediately return their hand to the appropriate 10-and-2 or 9-and-3 position on the steering wheel.

Signal Cancellation

Drivers must ensure that the indicator is cancelled immediately upon the completion of the maneuver to avoid misleading other traffic.

Intersection Etiquette

Generally, drivers should avoid activating or using direction indicators and hand signals within the boundaries of an intersection unless it is strictly necessary for safety.



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OPTIMIZING SIGNAL TIMING: COMMUNICATING INTENT WITH PRECISION

2. Secondary Signals: Braking and Horn Usage

Non-directional signals serve to communicate immediate hazards or changes in velocity.

Brake Lights (Stop lights)

Unlike turn signals, stop lights are considered a continuous signal. It is not necessary to "cancel" the signal by removing your foot from the brake pedal once the vehicle has reached a complete standstill.

Audible Warnings (The Horn / Hooter)

When utilizing the horn, the driver's primary objective is to ensure that other road users are clearly aware of their presence.

Observation Protocols for Secondary Signals

When utilizing headlights, the horn, or stoplights as a signal, a blind spot check is not strictly required. However, a rear-view mirror check remains mandatory before braking commences to assess the proximity of following vehicles.

Adhering to these signaling protocols ensures that your driving intent is transparent to all road users, significantly reducing the risk of collision during transitions and maneuvers.

Penalty points allocation:	
Check in the mirrors	3
Check in the blind spots	3
Hand signal right	3
Hand signal left	3
Hand signal stop/reduce speed suddenly	3
Use of horn	1

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MASTERING DRIVER HAND SIGNALS

Rules and Requirements.

While modern vehicles are equipped with electronic indicators, hand signals remain a critical component of road safety and a mandatory requirement for many driving examinations.

Understanding when and how to use them ensures you can communicate effectively with other road users, even in the event of equipment failure.

Essential Guidelines for Hand Signaling

There are specific protocols every driver must follow to ensure their signals are legal and effective.

Timing is Key

Hand signals must be given in good time. You must signal long enough before braking, changing gears, or altering your direction to allow following traffic to react safely.

Combining Signals

If you choose to use hand signals in conjunction with your vehicle's electronic direction indicators, always activate the indicators first before extending your arm for the hand signal.

Heavy Motor Vehicles

It is important to note that drivers of heavy motor vehicles are generally not required to provide hand signals, primarily due to the size of the vehicle and the difficulty of visibility from the cab.

Hand Signals During the Driving Test

For candidates undergoing a practical driving test, the examiner will evaluate your ability to perform hand signals accurately. Here is what you can expect based on the official requirements

The Evaluation Process

First Attempt

If you perform the hand signal correctly the first time, you will not be asked to repeat it.

Second Attempt

If your first signal is deemed unsatisfactory, the examiner will provide you with one more opportunity to perform it correctly.

Failure to Comply

If you fail to succeed on your second attempt, penalty points will be allocated to your score. However, the test will not be terminated immediately; it will continue to the next section.

Why Hand Signals Matter

Beyond the driving test, hand signals are a vital backup for road safety. They are particularly useful when,

- Your indicator bulbs have failed or are obscured by bright sunlight.
- You are involved in an emergency situation where your electrical system is compromised.
- You need to provide extra clarity to cyclists or pedestrians who may not see a small flashing light.
- When signaling, ensure your arm is fully extended and the movement is distinct. Vague or "lazy" signaling can lead to confusion and is a common reason for receiving penalty points during an exam.



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MASTERING DRIVER HAND SIGNALS**How to Signal a Left Turn (Hand Signals)**

In the South African K53 driving test, demonstrating a clear and correct hand signal for turning left is a vital skill. While modern vehicles use electronic indicators, you must be able to perform this manual signal to show full control and awareness of the road.

Follow these precise steps, to ensure you meet the examiner's requirements.

Phase 1: Observation and Electronic Signaling

Before moving your arm, you must establish "situational awareness" to ensure it is safe to signal and turn.

Mirror and Blind Spot Checks

Begin by checking your rear-view mirror(s) and the blind spot specifically on your left side.

Electronic Indicator

Signal your intention to turn left using your vehicle's direction indicators first.

Secondary Blind Spot Check

Crucially, check the blind spot on your right side before extending your arm out of the driver's window.

Phase 2: Executing the Hand Signal

The K53 standard requires a specific motion to distinguish a left turn from a stop or a right turn.

Arm Extension

Extend your right arm out of the window, held sideward from the shoulder.

Forearm Positioning

From the elbow, turn your forearm into a vertical and downward-facing position.

The Signaling Motion

Move your forearm in a steady, circular, anti-clockwise motion.

Phase 3: Completing the Maneuver

Safety dictates that you must have both hands on the wheel for the actual turn.

Retraction

Withdraw your arm back into the vehicle in good time.

Steering Preparation

Replace your hand in the appropriate position on the steering wheel (typically the 10-to-2 or 9-to-3 position) before you begin braking, changing gears, or initiating the turn.



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MASTERING DRIVER HAND SIGNALS**K53 Motorcycle Guide: Signaling a Left Turn**

For motorcyclists, clear communication is a vital safety skill.

The K53 practical test requires riders to demonstrate hand signals to ensure they can navigate safely even if their electronic indicators are obscured or malfunctioning.

Unlike light motor vehicles, where the driver uses their right arm to signal a left turn through a circular motion, motorcyclists use their left arm for a direct signal.

1. Initial Observation**Check Mirrors and Blind Spot**

Start by checking your rear-view mirrors and the blind spot on your left side to ensure no vehicles are attempting to pass you.

2. Primary Signaling**Activate Indicators**

Signal your intention to turn by using your motorcycle's direction indicators.

3. Final Observation**Confirm Left Blind Spot**

Perform a final check of the blind spot on the left before moving your arm.

4. Executing the Hand Signal**Extend Arm**

Extend your left arm horizontally sideward from the shoulder.

Hand Position

Keep your palm facing forward as you signal.

5. Returning to Control**Retract Arm**

Drop your arm back toward your body in good time before the turn.

Grip Recovery

Replace your left hand on the handgrip before you begin braking, changing gears, or initiating the change of direction.

Important Safety Considerations

While following the steps above, keep these K53 best practices in mind.

Balance and Control

Ensure you maintain a steady speed and balance while taking your hand off the grip to signal. If the road surface is uneven, prioritize control over the hand signal.

Timing

The signal must be held long enough for other road users to see and understand your intent, but it must be retracted early enough for you to operate the clutch or brakes safely.

Visibility

Hand signals are particularly effective in bright daylight when electronic indicator lights might be difficult for other drivers to see.



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MASTERING DRIVER HAND SIGNALS**How to Signal a Right Turn (Hand Signals)**

Correct hand signaling is a core requirement of the South African K53 driving test.

While your vehicle is equipped with indicators, being able to execute a manual right-turn signal is mandatory for demonstrating full control and communicating with other road users if your lights are obscured or failing.

1. Initial Observation

Check your rear-view mirror(s) to monitor traffic behind you.

Check the blind spot on your right to ensure no vehicles or cyclists are positioned where mirrors cannot see them.

2. Activate Electronic Indicators

Inform surrounding traffic of your intent by activating your right direction indicators. Under K53 rules, electronic signals should always precede hand signals to give immediate notice to other drivers.

3. Secondary Blind Spot Check

Safety is repetitive for a reason. Perform a second check of the blind spot on your right immediately before you prepare to extend your arm out of the window.

4. Executing the Hand Signal

To signal a right turn, you must use a clear, unmistakable gesture:

Extend your right arm horizontally from the shoulder.

Ensure the palm of your hand is facing to the front.

Hold the arm steady to ensure drivers behind and in front of you have clearly seen the signal.

5. Executing the Hand Signal

Once the signal has been clearly displayed for a sufficient amount of time, retract your arm back into the vehicle in good time. Do not wait until the last second before the turn to bring your arm back inside.

6. Steering Wheel Recovery

Before you take any further action, replace your hand in the appropriate position on the steering wheel.

This must be done before you begin:

Braking.

Changing gears.

Changing direction.

Why This Sequence Matters

The K53 method prioritizes vehicle control.

By requiring your hand to be back on the steering wheel before braking or shifting gears, the system ensures you have maximum physical stability while performing the most demanding parts of the maneuver.

Failing to follow this specific order during your test can result in the allocation of penalty points.



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MASTERING DRIVER HAND SIGNALS**How to Signal a Sudden Stop or reduction of Speed**

Understanding how to signal a stop manually is a fundamental safety requirement under South African K53 standards.

This signal is used to alert following traffic that you are slowing down significantly or coming to a complete halt, providing an extra layer of visibility beyond your brake lights.

The following steps, must be followed precisely during your practical driving test.

1. Initial Observation

Check your rear-view mirror(s) to monitor traffic behind you.

Check the blind spot on your right to ensure no vehicles or cyclists are positioned where mirrors cannot see them.

2. Executing the Hand Signal

To indicate a stop or sudden slowdown, use the following arm position:

Extend your right arm horizontally from the shoulder.

Position your forearm vertically and upward (creating an "L" shape with your arm).

Ensure the palm of your hand is facing to the front.

3. Retracting the Signal

Withdraw your arm back into the vehicle in good time. You should not have your arm outside the vehicle while the car is in the final stages of halting or while performing complex maneuvers.

4. Resuming Full Control

Replace your hand in the appropriate position on the steering wheel.

This must be done before you engage in heavy braking, gear selection (shifting down), or any steering adjustments.

In Summary

there are specific rules regarding electronic signals in this context:

Brake Lights.

Your brake lights serve as a continuous signal.

Unlike indicators, it is not necessary to "cancel" them once the vehicle has been brought to a complete standstill, they may remain active as long as the brake pedal is depressed.

Visibility.

Ensure your window is down and your signal is clearly visible.

A half-extended or vague signal can result in penalty points for "unsatisfactory signaling".

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MASTERING DRIVER HAND SIGNALS**K53 Rules for Horn Usage**

The horn is legally and practically defined as a safety warning device, not an instrument for expressing frustration. In a K53 practical driving test, improper use, or failure to use it when a hazard demands it, can result in immediate penalty points.

1. Pre-Signalling Observations (The K53 Sequence)

Before your hand even moves toward the horn, you must demonstrate total situational awareness.

The K53 standard requires a specific observation sequence to ensure that your warning doesn't inadvertently cause another hazard (e.g., startling a pedestrian into the path of another car).

Rear-View Mirror Check.

Check the interior rear-view mirror to assess the behavior of vehicles directly behind you.

Side Mirror Check.

Check the side mirror corresponding to the side of the potential hazard.

Blind Spot Check (If applicable).

If the hazard involves changing lanes or swerving to avoid an obstacle while hooting, a full blind-spot check (looking over your shoulder) is compulsory.

2. Legal & Defensive Execution

The K53 test strictly evaluates how and when you communicate with other road users.

Strict Necessity.

Only use the horn to warn other road users of your presence or an impending hazard (e.g., a vehicle reversing blindly into your path, or a pedestrian stepping off a curb without looking).

Prohibited Usage.

Never use the horn to greet friends, express anger, or signal impatience (e.g., hooting the moment a robot turns green).

Legal Restriction.

In terms of South African National Road Traffic regulations, you may not use a horn in an urban area except for safety reasons.

Avoid hooting near hospitals, schools, or in designated "Silence Zones" unless a collision is imminent.

Proactive Timing.

A warning is useless if it is given too late. You must hoot early enough to allow the other road user sufficient time to react, brake, or change direction safely.

Duration Control.

Give a crisp, clear, and brief acoustic signal.

Prolonged, continuous blasting of the horn is penalized as aggressive driving and a failure of vehicle control.

3. Hand Placement

Steering Control.

If you had to move your hand to reach the horn, replace it to the appropriate position on the steering wheel immediately after signaling, if necessary.



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DRIVING**Clutch Control**
Using the Clutch**Full Engagement.**

Depress the clutch pedal (or pull in the clutch lever) completely.

Control.

Successfully obtain clutch control at the friction point when preparing to move.

No Unjustified Slipping.

Avoid unnecessary or prolonged slipping of the clutch.

No Riding.

Avoid riding the clutch pedal or lever while the vehicle is in motion.

No Coasting.

Avoid unjustified coasting (moving while the clutch is depressed or the vehicle is in neutral).

Clearance.

Remove your foot (or hand) completely from the clutch control at all times, except when changing gears, stopping, or during legally justified moments of slipping, riding, or coasting.

Smooth Stopping.

Disengage the clutch fully just before the vehicle comes to a complete standstill to prevent the engine from labouring, shuddering, or stalling.

Important K53 Test Notes**Braking Sequence.**

When bringing the vehicle to a stop, you must apply the footbrake before depressing the clutch to avoid a penalty for coasting.

Exception.

This sequence is not required when navigating stop-start traffic or when executing a stop on an incline.

Resting Control.

Your foot or hand must never rest on the clutch pedal or lever while the engine is running, except when handling heavy, stop-start traffic.

Critical Test Penalty Warning

Continuous riding of the clutch during your practical road test, or failing to remove your foot/hand completely from the clutch control after stopping and selecting neutral, will result in recurring penalty points accumulated every 5 to 8 seconds.






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DRIVING**Steering Control****Correct Hand Position.**

1. Hold the steering wheel with both hands in either the 10 o'clock and 2 o'clock position or the 9 o'clock and 3 o'clock (quarter-to-three) position.
2. Keep your palms on the outer circumference of the steering wheel with your thumbs resting comfortably along the rim.
3. Maintain both hands on the steering wheel at all times, except when changing gears, signaling, or operating vehicle controls.

Steering Technique.

4. Steer in a controlled and deliberate manner to ensure safe cornering and lane positioning.
5. Avoid cutting corners or taking bends too wide.
6. For light motor vehicles, use the push-and-pull steering method when turning left or right.
7. Make all steering movements smooth and progressive, avoiding sudden or jerky actions.
8. Keep the vehicle within its lane and do not wander or straddle lane markings.
9. Continuously adjust your road position to maintain a safe distance from moving or stationary hazards.
10. Always keep at least one hand on the steering wheel while the vehicle is in motion.
11. Do not turn the steering wheel while the vehicle is stationary, as this can cause unnecessary wear to the tyres and steering components.

Counter-Steering.

Counter-steering is the action of turning the steering wheel in the opposite direction to the one originally used immediately before the vehicle comes to a stop.

When to Use Counter-Steering.

To straighten the vehicle after completing a turn or parking manoeuvre.
To position the wheels correctly before moving off.
To improve vehicle control and complete manoeuvres more smoothly.

Important

Counter-steering should be performed while the vehicle is moving whenever possible.
This reduces wear on the tyres and steering mechanism and allows the manoeuvre to be completed with greater ease and control.

K53 Test Notes

The push-and-pull steering method is not required during the yard test.
During the road test, poor steering habits may result in penalty points.

Examples of steering faults include,

Resting one hand on the gear lever.
Driving with only one hand on the steering wheel unnecessarily.
Crossing hands excessively on the steering wheel.

Failing to maintain proper lane position.
Repeated steering faults may result in penalty points being allocated throughout the duration of the test.






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DRIVING**Gear Changing Up (Manual Transmission)**

Changing up through the gears correctly helps maintain vehicle control, improve fuel efficiency, and ensure smooth driving.

Procedure

1. Maintain a steady speed and ensure it is appropriate for changing to a higher gear.
2. Place your left foot on the clutch pedal (or left hand on the clutch lever for a motorcycle).
3. Begin depressing (or pulling) the clutch smoothly until reaching the clutch disengagement point.
4. Simultaneously release the accelerator (throttle) smoothly while fully depressing the clutch pedal (or pulling the clutch lever completely).
5. Move your left hand from the steering wheel to the gear lever.
6. Select the appropriate higher gear. Steps 3, 4, 5, and 6 should be performed as one smooth, coordinated movement.
7. Return your right hand to the correct steering position immediately after selecting the gear.
8. Gradually release the clutch pedal (or lever) to the contact point.
9. Apply the accelerator smoothly and progressively while continuing to release the clutch.
10. Release the clutch completely and remove your foot (or hand) from the clutch control. Steps 8, 9, and 10 should blend into one smooth movement.

Important Points

- Avoid looking down at the gear lever while changing gears.
- Do not rest your hand on the gear lever after the gear change has been completed.
- Avoid releasing the clutch abruptly, as this may cause the vehicle to jerk or stall.
- Coordinate clutch and accelerator movements smoothly to ensure a comfortable ride and reduce wear on vehicle components.
- Keep both hands on the steering wheel whenever possible and maintain full control of the vehicle throughout the gear change.

Common Faults

Coasting with the clutch depressed for longer than necessary.

Releasing the clutch too quickly.

Selecting the incorrect gear.

Looking at the gear lever during the gear change.

Resting a hand on the gear lever after the gear change.

Allowing the vehicle to lose speed excessively during the gear change.

Proper gear changing should be smooth, controlled, and completed without causing the vehicle to jerk, surge, or lose stability.





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DRIVING**Gear Changing Up (Automatic transmission, Manual selection mode)**

Most automatic vehicles change gears automatically.

However, some automatic transmissions allow the driver to manually select gears when additional control is required.

Procedure

1. Maintain a steady speed appropriate for the road and traffic conditions.
2. When necessary, manually select the appropriate higher gear using the gear selector, paddle shifters, or manual shift mode.
3. Return your hand to the correct steering position immediately after completing the gear selection.
4. Apply the accelerator smoothly and progressively as required.

Important Notes

- Manual gear selection should be performed smoothly and only when necessary.
- Keep both hands on the steering wheel whenever possible and maintain full control of the vehicle.
- Avoid looking at the gear selector while driving.
- Ensure the selected gear is appropriate for the vehicle's speed and road conditions.

When to Use Manual Selection

- Manual gear selection in an automatic vehicle is generally used when.
- Additional engine control is required.
- Driving on steep uphill or downhill gradients.
- Overtaking where improved acceleration may be needed. Negotiating winding roads or challenging driving conditions.

Descending a Hill

- When driving downhill, a lower gear may be manually selected to assist with speed control and reduce excessive use of the service brake.
- This provides greater vehicle stability and helps prevent brake overheating on long descents.

Common Faults

Looking away from the road to operate the gear selector.

Removing a hand from the steering wheel for longer than necessary.

Selecting an inappropriate gear for the vehicle's speed.

Accelerating harshly after changing gears.

Using manual mode unnecessarily when automatic mode is more suitable.

Gear changes in an automatic vehicle should be smooth, controlled, and should not affect the vehicle's stability or passenger comfort.



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DRIVING**Gear Changing Down (Automatic transmission, Manual selection mode)**

In vehicles equipped with manual selection mode, changing down to a lower gear may be necessary to maintain vehicle control, improve engine response, or assist when driving on steep gradients.

Procedure

1. Check the rear-view mirror and any relevant side mirrors to assess traffic conditions behind you.
2. Release the accelerator pedal smoothly.
3. Brake, if necessary, to reduce your speed to one that is appropriate for the lower gear and prevailing road conditions.
4. All braking should be completed before selecting a lower gear.
5. Manually select the appropriate lower gear using the gear selector or paddle shifters.
6. Return your hand to the correct steering position immediately after completing the gear selection.

Important Notes

- Always ensure that the selected gear is suitable for the vehicle's speed.
- Keep your attention on the road and avoid looking at the gear selector while driving.
- Maintain full control of the vehicle throughout the gear change.
- Use manual gear selection only when additional vehicle control is required.

Controlling Speed on Descents

When travelling downhill, the vehicle's speed may increase without any accelerator input. If continuous braking becomes necessary.

- Apply the brakes to reduce the vehicle's speed to an appropriate level.
- Select a lower gear suitable for the reduced speed.
- Allow the transmission and engine to assist in maintaining control.
- Repeat the process if additional speed reduction is required.
- This technique helps maintain vehicle stability and reduces unnecessary strain on the braking system.

Avoid Using Lower Gears as a Substitute for Braking

- The service brake remains the primary method of reducing vehicle speed.
- Do not rely solely on lower gears to slow the vehicle.
- Always reduce speed with the brakes before selecting a lower gear.
- Selecting a lower gear at excessive speed may cause unnecessary strain on the engine and transmission.

Common Faults

- Failing to check mirrors before reducing speed.
- Selecting a lower gear before slowing the vehicle sufficiently.
- Looking away from the road while operating the gear selector.
- Removing a hand from the steering wheel for longer than necessary.
- Selecting an inappropriate gear for the vehicle's speed.
- Using lower gears as a replacement for proper braking.
- A correct gear change down in an automatic vehicle should be smooth, controlled, and completed without affecting vehicle stability or passenger comfort..



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DRIVING**Driving Off****Moving Off (Driver Procedure) Procedure**

1. Obey all road traffic signs, signals, rules, and road markings.
2. Check the rear-view mirror(s) and the appropriate blind spot, if applicable.
3. Signal your intention, if applicable.
4. Ensure there is clear space beyond any intersection before entering it.
5. Ensure the intersection itself is clear before you enter it.
6. Before moving off, confirm there is a safe clear space (approximately 4 to 5 metres) behind any vehicle ahead of you.
7. Select the appropriate gear.
8. Obtain clutch control (manual transmission vehicles).
9. Check mirrors and both blind spots. Steps 7, 8, and 9 may be completed in one smooth, continuous movement.
10. Release the parking brake, if applicable.
11. Move off safely.
12. On a motorcycle, maintain balance and place both feet on the front foot-pegs as soon as the motorcycle begins to move.
13. Accelerate as necessary.
14. Cancel the signal, if applicable.

Notes

- If the vehicle rolls during moving off, you will fail and the test will be discontinued.
- On a motorcycle, keep the vehicle stationary by applying the rear brake when required.
- Observation and gear selection may be done simultaneously where appropriate.
- On a motorcycle, always apply the front brake before releasing the rear brake and selecting a gear.
- Full observation must be completed before moving off, including in stop-start traffic conditions.
- During moving off, do not allow the wheels to spin. If this occurs, penalty points will be issued.
- On a motorcycle, touching a boundary line with a foot after moving off will result in penalties.

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PRE-TRIP VEHICLE INSPECTION

Pre-Trip Vehicle Inspection – Exterior Check

Before entering the vehicle, the examiner will accompany you while you perform a pre-trip exterior inspection of the vehicle.

This inspection is conducted to ensure that the vehicle is roadworthy and safe to operate.

Minor defects may, at the examiner's discretion, be corrected during the inspection.

However, no additional time will be granted for any corrections made.

If any component being inspected is found to be defective, inoperative, or unsafe, the vehicle may be declared unroadworthy, resulting in an immediate failure of the test.

You will NOT be penalised for the following.

- Conducting the pre-trip inspection in a clockwise direction instead of an anti-clockwise direction.
- Failing to lift the windscreen wipers away from the windscreen.
- Inspecting only one wheel initially and mentioning the remaining wheels afterward.
- Failing to inspect both sidewalls of a tyre for damage.

Examiner Assessment

As long as it is clear to the examiner that you have properly checked and paid attention to the required vehicle components, whether specifically mentioned or not, you will receive credit for the inspection.

The purpose of the inspection is to demonstrate.

- vehicle awareness,
- roadworthiness knowledge

CRITICAL DEFECTS & IMMEDIATE FAILURE



Any component found defective, inoperative, or unsafe results in unroadworthy declaration **IMMEDIATE FAILURE.**

Minor defects may, at examiner's discretion, be corrected, but **NO ADDITIONAL TIME** will be granted.

Pre-Trip Vehicle Inspection - Exterior Check



1. HEADLIGHTS & INDICATORS
clear, uncracked

2. TYRES
(tread depth, general condition)

3. UNDER BONNET
(fluid levels, engine check)

4. WINDSCREEN
(cracks, condition)

5. SIDE & DOORS
(panels, mirrors)

6. REAR LIGHTS & BUMPER

IMPORTANT NOTES

✓ **Direction of Inspection**



NOT penalised for direction (e.g. clockwise vs anti-clockwise)

✓ **Windscreen Wipers**



NOT penalised for failing to lift windscreen wipers

✓ **Tyre Checks**



OK to check only one wheel initially and mention others

✓ **Tyre Sidewalls**



NOT penalised for failing to check both sidewalls

★★★★★ **EXAMINER ASSESSMENT**

✓ As long as it is clear you have properly checked and paid attention to required components, whether specifically mentioned or not, **YOU WILL RECEIVE CREDIT.**

THE PURPOSE OF THE INSPECTION IS TO DEMONSTRATE:



ROADWORTHINESS KNOWLEDGE



VEHICLE AWARENESS




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PRE-TRIP VEHICLE INSPECTION**Pre-Trip Inspection Procedure. Light and Heavy Motor Vehicles**

During the pre-trip inspection, you are required to demonstrate that the vehicle is roadworthy and safe to operate. The inspection should be carried out carefully and systematically while clearly indicating the components being checked to the examiner.

The following procedure applies to both light and heavy motor vehicles.

1. Check Under the Vehicle

Inspect underneath the vehicle for:

fluid leaks,
oil spills,
or any obstructions that may affect safe operation.

2. Check Doors and Windows

Unlock all doors.

Ensure that all door opening mechanisms function correctly.

Check that window winders or controls operate properly.

3. Check Seat Belts

Ensure that:

all seat belts are secure,
undamaged,
and functioning correctly.

4. Begin the Inspection Correctly

Start the inspection at the right front side of the vehicle and continue systematically around the vehicle while checking all required components.

Glass, Lights and Fittings

Inspect all glass and plastic fittings to ensure they are:

clean,
secure,
and free from damage.

This includes:

headlights,
lenses,
indicators,
reflectors,
mirrors,
number plates,
and windows.

Windscreen Wipers

Check the windscreen wiper blades for:

wear,
damage,
and proper condition.

The wiper blades should be lifted away from the windscreen during inspection where applicable.

Licence Disc

Ensure that:

the licence disc is valid,
clearly visible,
and correctly displayed.

Wheels and Tyres

Inspect all wheels and tyres for:

sufficient tread depth,
correct inflation,
secure valve caps,
oil or grease leaks,
and secure wheel nuts.

PRE-TRIP VEHICLE INSPECTION cont.**Pre-Trip Inspection Procedure. Light and Heavy Motor Vehicles****Engine Compartment Checks**

You should mention to the examiner that the following components must also be checked:

engine oil,
water level,
brake fluid,
and fan belts.

Vehicle Body Inspection

Ensure that all body parts are,
secure,
properly fitted,
and free from damage.

This includes:

bonnet,
bumpers,
boot lid,
and chevrons (where applicable).

Emergency Equipment

Mention that the following emergency items should be checked:

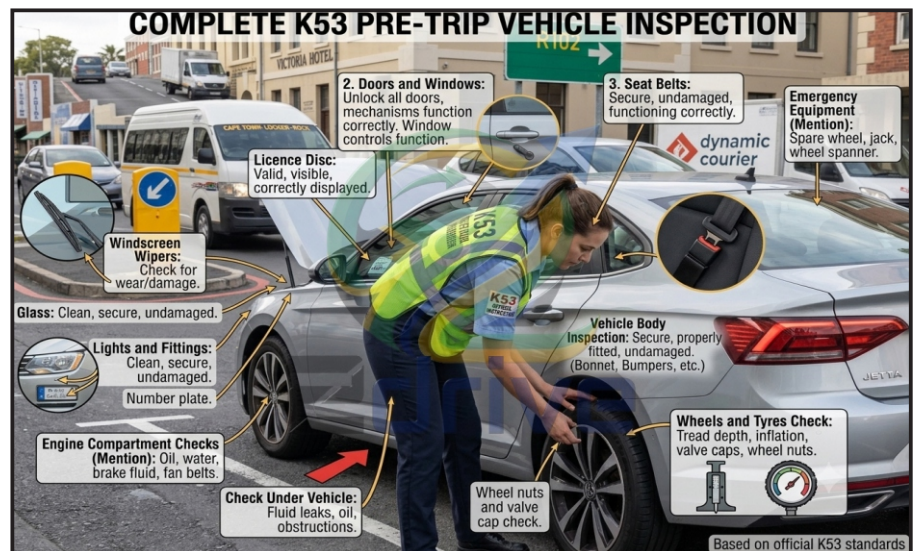
spare wheel,
jack,
and wheel spanner.

Fuel Cap Ensure that the fuel tank filler cap is,
properly fitted,
secure,
and tightly closed.

Important Reminder

Throughout the inspection, it is important to clearly demonstrate to the examiner that you understand,

- vehicle safety,
- roadworthiness requirements,
- and the importance of identifying defects before driving on a public road.






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PRE-TRIP INSPECTION PROCEDURE - INTERIOR**Pre Inspection**

Before the driving test begins, the examiner will conduct a detailed interior inspection of the vehicle to ensure that it is safe, roadworthy, and ready for operation.

This inspection is designed to assess your,

- knowledge of vehicle controls,
- understanding of safety procedures,
- and ability to prepare the vehicle correctly before driving.
- It is important to carry out the inspection calmly, systematically, and confidently while clearly indicating each item being checked to the examiner.
-

Phase 1: Operational Light and Control Check

Before the formal interior inspection begins, the examiner may request that you sit in the driver's seat and operate specific controls to confirm that they are functioning correctly.

You may be asked to demonstrate the following:

- Lighting Controls
- Dipped beam headlights
- Main beam headlights
- Direction Indicators
- Left indicator
- Right indicator
- Brake Lights
- Activation of the brake lights
- Windscreen Wipers
- Normal operation of the wiper system
- Horn
- Brief activation of the horn

Phase 2: Interior Inspection Checklist

Once the operational control checks have been completed, you must carry out a systematic inspection of the vehicle interior.

1. Safety and Vehicle Stability**Parking Brake**

Ensure that the parking brake is fully applied and securely engaged.

Gear Position

Confirm that the gear lever is in,
Neutral for manual vehicles, or
"P" (Park) or "N" (Neutral) for automatic vehicles.



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PRE-TRIP INSPECTION PROCEDURE - INTERIOR. cont.**Interior Obstructions**

Check that the:

floor area,
pedals,
and dashboard

are free from loose objects or obstructions that could interfere with safe driving.

Driver's Seat Position

Adjust the driver's seat to a safe and comfortable driving position that allows proper control of:

steering,
pedals,
and visibility.

Seatbelts

Fasten your seatbelt correctly and ensure that all passengers are also wearing their seatbelts properly.

Passenger Safety Awareness

Confirm that passengers understand how to operate and release their seatbelts if necessary.

2. Visibility and Instrument Panel Checks**Mirrors**

Adjust all mirrors correctly to provide maximum rear and side visibility.

Warning Lights

Inspect the dashboard for any warning lights or fault indicators that may suggest a mechanical or safety issue.

Ignition ON Position

Turn the ignition key to the "ON" position without starting the engine to activate the vehicle's electronic systems.

Instrument Cluster

Observe the instrument panel and gauges carefully. Inform the examiner of any unusual readings or warning indications.

Electric Windows

Test the operation of the electric windows where fitted.

Ignition OFF Position

Return the ignition key to the "OFF" position and ensure that unnecessary electrical switches are switched off.

3. Mechanical and Control Checks**Lights, Indicators and Wipers**

Reconfirm the correct operation of,
front and rear lights,
indicators,
horn,
and windscreen wipers.

Steering Check

Check the steering wheel for excessive free play or looseness that may indicate a steering fault.

Brake and Clutch Pedals

Test the pressure and resistance of:
the brake pedal,
and clutch pedal (where applicable)
to ensure proper operation.



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PRE-TRIP INSPECTION PROCEDURE - INTERIOR. cont.**Wiper Position**

Ensure that the windscreen wipers are returned to their normal resting position after testing.

Doors

Check that all doors are properly closed and securely latched. Passengers should also know how to open and close the doors safely.

Important Rules and Test Requirements

Immediate Failure Conditions

If any item inspected is found to be,

defective,

unsafe,

or non-operational,

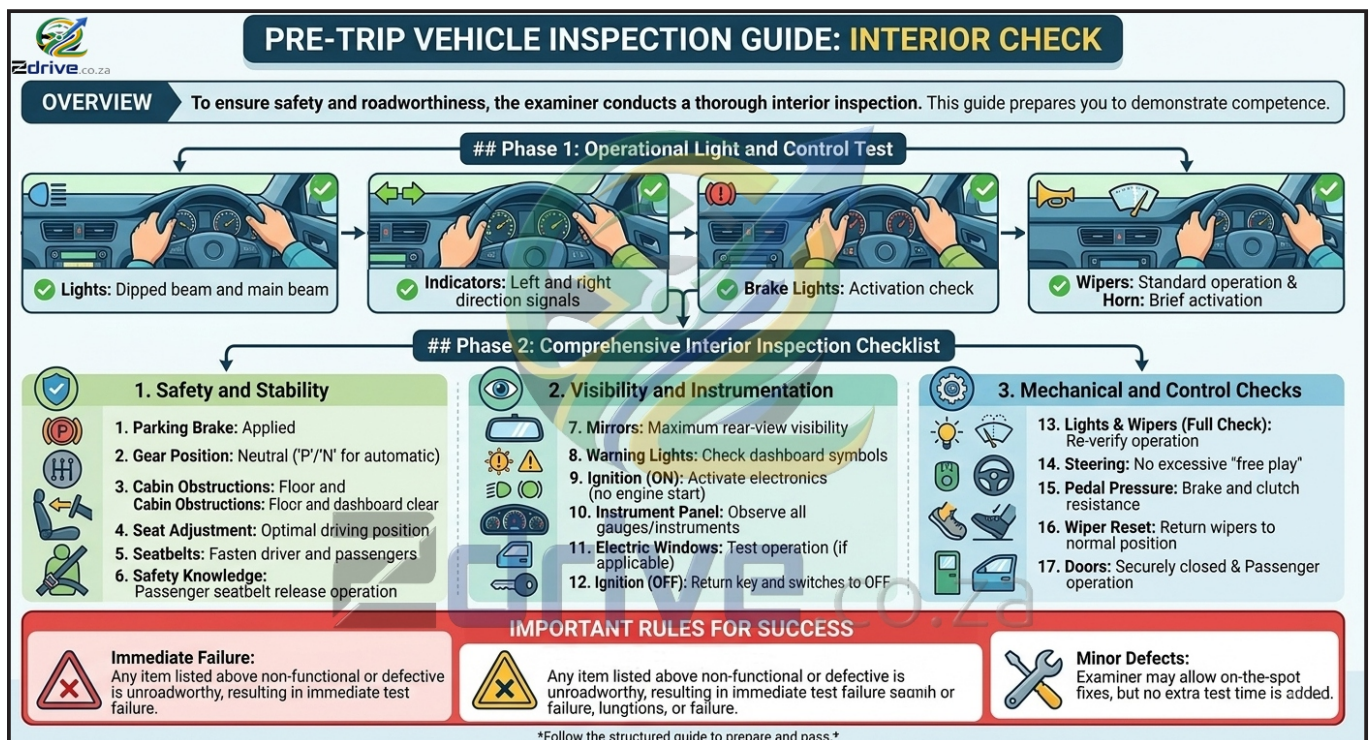
the vehicle may be declared unroadworthy, resulting in an immediate failure of the driving test.

Minor Defects

The examiner may allow certain minor defects to be corrected before the test continues.

However, no additional time will be granted for these corrections,

and the responsibility remains with the driver to ensure the vehicle is roadworthy before the test begins.



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THE YARD MANOEUVRES

Before you are allowed to drive on public roads for your practical road test, you must successfully complete the yard test manoeuvres.

These exercises are designed to assess your ability to control and handle the vehicle safely and accurately in a controlled environment.

During the yard test, you will be evaluated on essential driving skills, including,

- Reversing the vehicle safely and accurately
- Parking correctly within designated areas
- Moving off smoothly and safely on an incline (hill start)
- Turning the vehicle around in the road using the correct procedure
- These manoeuvres demonstrate your understanding of vehicle control, observation, and safe driving practices, ensuring that you are prepared to progress to the on-road portion of the driving test.

Before commencing the yard test manoeuvres, the examiner will explain the procedures, requirements, and rules that apply during the assessment. It is important to listen carefully and ensure that you understand what is expected of you.

- The full yard test (the pre-trip inspection as well as the manoeuvres) must be completed within 20 minutes and 59 seconds (the prescribed time limit).
- Stopping the vehicle will be permitted at any stage during some of the manoeuvres.
- You must perform the K53 observation procedure and give the correct signals in the same way as would be necessary on a public road.
- You do not need to wear a seatbelt during the yard test manoeuvres.
- If the test is terminated at any stage, you will need to repeat the full test at another time.
- All rules of the road, road traffic signs, signals, and road surface markings must be obeyed during the yard test.
- You are not permitted to touch any obstacles or mount a kerb during any of the manoeuvres. If you do so, you will fail, and the test will be discontinued.
- Uncontrolled or dangerous actions will not be permitted.
- The push-and-pull method of steering is not required during the yard test manoeuvres.
- You may ask the examiner any questions regarding the above points.

Before each yard test manoeuvre, the examiner will direct you to the correct starting position.

Once you are in position, you will be instructed to apply the parking brake, select neutral, and cancel any active turn signals where applicable.

While the vehicle is stationary and before the manoeuvre begins, the examiner will explain the specific requirements and objectives of the manoeuvre.

It is important to listen carefully to these instructions and ensure that you fully understand what is expected of you before proceeding.

If you are unsure about any aspect of the manoeuvre, you may ask the examiner for clarification before starting. Once instructed to begin, you should carry out the manoeuvre safely, accurately, and in accordance with K53 driving principles.



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THE YARD MANOEUVRES**Starting Procedure.****1. Ensure the Parking Brake is Applied,**

Verify that the handbrake is firmly pulled up.

The examiner needs to see you physically check or touch it to ensure the vehicle is secured and cannot roll.

2. Check Gear Lever is in Neutral / Park,

For a manual vehicle, ensure the gear lever is in the Neutral position (shake it gently from side to side to confirm).

For an automatic vehicle, ensure it is in P (Park) or N (Neutral).

3. Check Gauges and Warning Lights (Off Position),

Before turning the key, glance at the instrument cluster.

Verify that all gauges are at rest (zero/minimum) and all warning lights are dark.

This establishes your baseline check.

4. Turn Ignition Key to the 'ON' Position,

Switch the ignition to the ON position (or press the start button once) without cranking the engine.

This activates the vehicle's electrical circuit and fuel pump.

5. Check Warning Lights and Gauges for Malfunctions,

Observe the dashboard as the warning lights illuminate for their self-test.

Wait a brief moment to ensure that specific lights (like the ABS or air bag system check) cycle correctly and turn off, showing no underlying faults.

6. Manage Choke Position,

If operating an older, carbureted vehicle,

Apply the manual choke if the engine is cold, or ensure it is fully cancelled/pushed in if the engine is already warm.

(Note: You can state "Not applicable" to the examiner if driving a modern fuel-injected vehicle).

7. Diesel Vehicles Only,

Turn the engine control switch to ON.

Observe the pre-heater/glow plug warning light (coiled wire icon).

You must wait until this light goes out completely before attempting to crank the engine, ensuring the cylinders are hot enough for combustion.

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THE YARD MANOEUVRES

Starting Procedure. cont

8. Turn Ignition Key Further to Start Engine,

Depress the clutch pedal fully (for manuals) or the brake pedal (for automatics) and turn the key to the START position to engage the starter motor.

9. Release Hold on Key Immediately,

As soon as the engine fires and starts running under its own power, release your grip on the key immediately so it springs back to the 'ON' position.

This prevents damage to the starter motor and flywheel.

10. Check Lights and Gauges for System Malfunction,

With the engine now idling, check the dashboard one final time.

Verify that critical operational indicators, specifically the oil pressure light, battery charge light, and engine management light, have turned off, and that the fuel gauge registers.

11. Heavy Vehicles Only,

If testing in a heavy commercial vehicle (Code EC1/EC), keep the vehicle stationary and let the engine idle.

Monitor the air pressure gauges until the pressure builds up to its safe operating limit (usually indicated by the warning buzzer turning off and the needles settling in the safe zone).

Official K53 Vehicle Starting Procedure - Manual & Automatic

This page details the official K53 sequences and procedures for correctly starting a vehicle, covering both manual and automatic transmissions and specific heavy vehicle requirements. Follow the chronological order for a safe and compliant start.

Pre-Start Checks (Off & On Position)



Cranking & Running checks (Start & Idle)



Oil pressure light



Battery light



Check temperature and fuel gauges



Special heavy vehicle air



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THE YARD MANOEUVRES

Incline Start (Hill Start) Procedure

When instructed by the examiner to proceed to the incline, follow the correct K53 procedure to demonstrate that you can stop and move off on a hill without allowing the vehicle to roll backwards.

Procedure

Drive up the incline and stop at the designated point as indicated by the examiner, ensuring that the vehicle remains stationary and does not roll backwards.

Apply the parking brake to secure the vehicle.

Select neutral (manual transmission vehicles only).

Conduct an observation check by checking all mirrors.

Check your blind spot(s), where applicable.

Signal your intention to move off, if required.

Select first gear.

Obtain clutch control by bringing the clutch to the biting point while maintaining control of the vehicle.

Perform a final observation by checking your mirrors and both blind spots to ensure it is safe to move off.

Release the parking brake while maintaining clutch control.

Move off smoothly without allowing the vehicle to roll backwards at any stage.

Once the manoeuvre has been completed and it is safe to do so, cancel the signal, if applicable.

Important Points

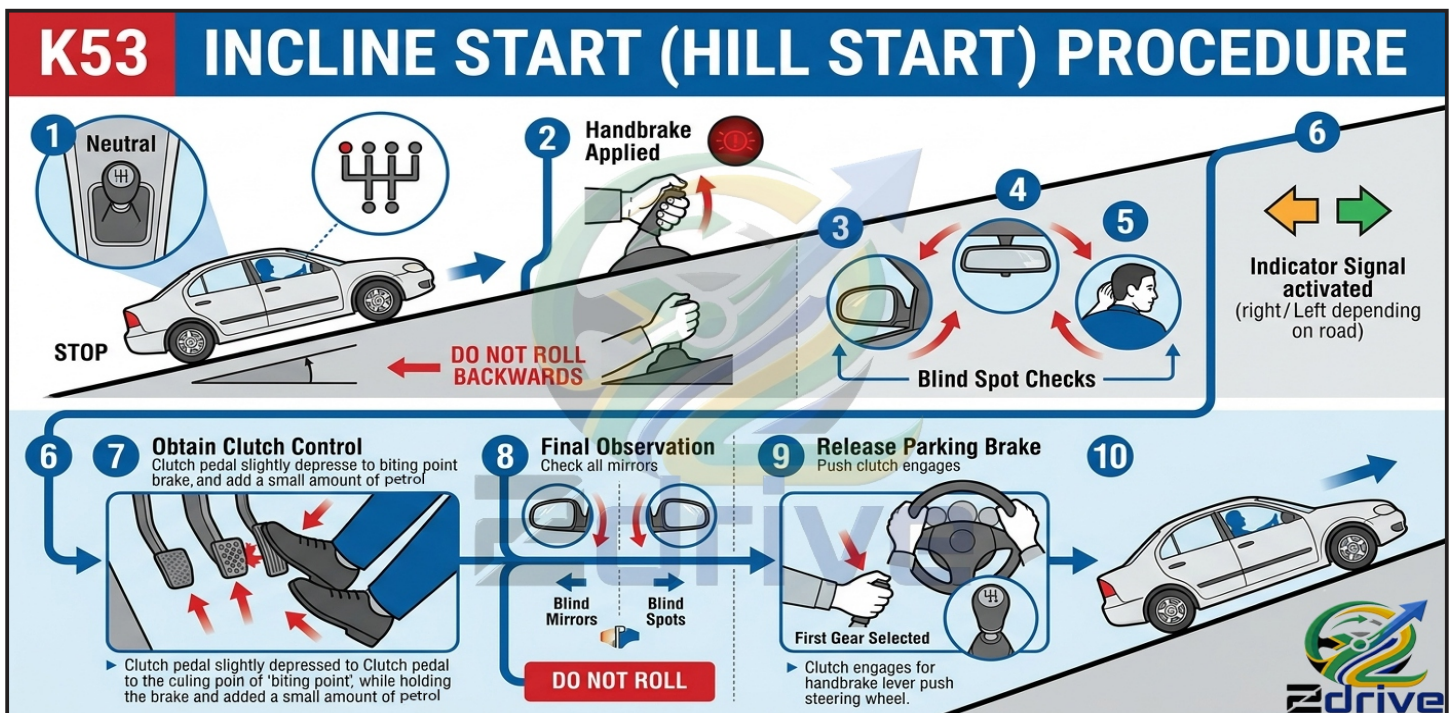
The vehicle must remain under full control throughout the manoeuvre.

Rolling backwards, even slightly, may result in penalty points or failure of the manoeuvre, depending on the circumstances.

Remember to perform all K53 observations and signalling procedures exactly as you would on a public road.

Smooth coordination of the clutch, accelerator, and parking brake is essential for a successful incline start.

The purpose of this manoeuvre is to assess your ability to safely control the vehicle on an incline and move away confidently without endangering other road users.



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THE YARD MANOEUVRES ALLEY DOCKING

Alley docking is a maneuver commonly tested during the K53 driving test.

During this exercise, you will be required to reverse your vehicle into a specially marked bay and then drive out again safely and under control.

You may be required to perform the maneuver by,

Reversing and turning to the left, or

Reversing and turning to the right (heavy vehicles are normally tested on the right-hand side only).

The purpose of this exercise is to demonstrate your ability to control the vehicle accurately while reversing in a confined space.

Test Requirements

When performing the alley docking maneuver, you must,

- Reverse into the demarcated bay without touching any obstacles.
- Maintain full control of the vehicle throughout the maneuver.
- Observe properly and check mirrors frequently.
- Complete the maneuver within the allowed attempts.
- Exit the bay safely after successfully parking.

Rules and Restrictions

During the alley docking test,

- You Will Be Allowed Only Two Attempts.
- You are allowed a maximum of two attempts to complete the maneuver correctly.
- A second (final) attempt may only be made if the first attempt was unsuccessful and no obstacle was touched during the first attempt.

You May Stop During the Maneuver

- Stopping is permitted at any stage of the maneuver.
- Taking a moment to reassess your position is often better than rushing.

No Forward Movement into the Bay

- Once you begin reversing into the bay, forward movement is not permitted while entering the bay.
- The maneuver must be completed using reverse gear only until the vehicle is correctly positioned.

Avoid Contact with Obstacles

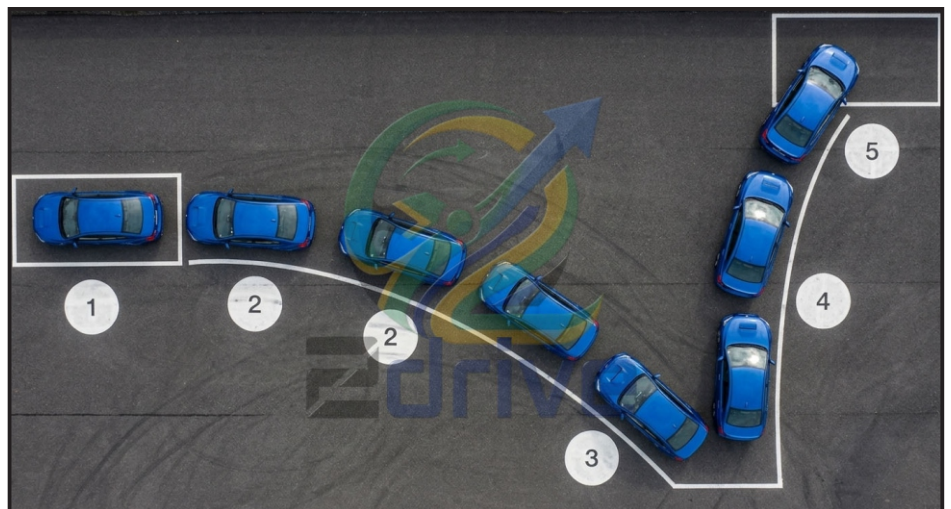
You must not,

- Touch or bump the kerb.
- Touch any poles, barriers, cones, or other obstacles.
- Drive over boundary markings.
- Cause any obstacle to move.

No Change of Direction

Once you have started reversing into the bay,

- You may not change direction by moving forward and then reversing again.
- The maneuver must be completed as a continuous reversing movement



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ALLEY DOCKING. continue

Starting Procedure

Before beginning the maneuver,

1. Position the vehicle at the designated starting point.
2. Apply the parking brake.
3. Select neutral (manual transmission) or Park (automatic transmission) if instructed to wait.
4. Observe the surrounding area.
5. Listen carefully to the examiner's instructions.

Once the examiner has instructed you to begin the alley docking maneuver, follow the correct K53 procedure to reverse safely into the bay while maintaining full observation and vehicle control.

1. Entering the Bay (Left-Hand Side)

Observation Before Moving Off.

Before moving the vehicle,

1. Check all mirrors.
2. Check the left blind spot.
3. Signal left to indicate your intention.
4. Select reverse gear.
5. Obtain clutch control (manual transmission).
6. Conduct a full 360-degree observation to ensure the area is clear.

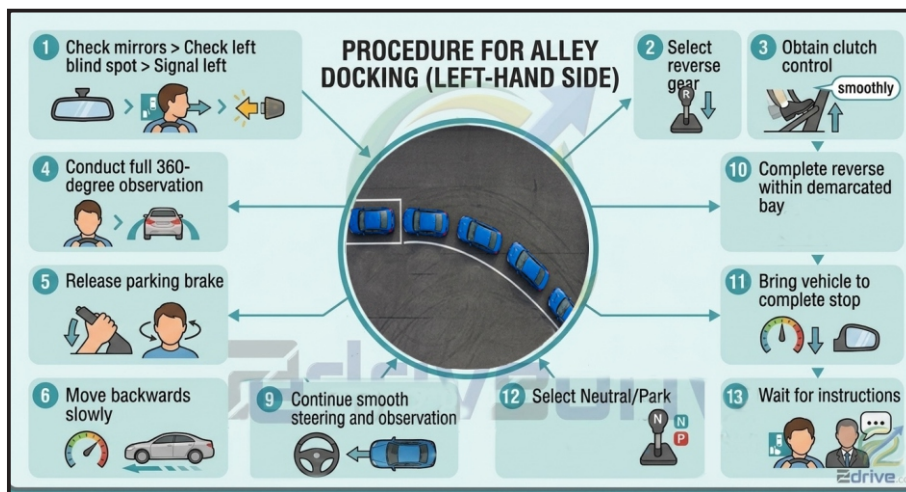
2. Begin Reversing

Once it is safe to proceed,

7. Release the parking brake.
8. Move backwards slowly and under control.
9. Before turning into the bay, check the right blind spot to ensure no hazards are present.
10. Steer into the bay smoothly while continuing to observe all around the vehicle.

3. Secure the Vehicle

11. When the vehicle is completely within the demarcated bay:
12. Bring the vehicle to a complete stop.
13. Apply the parking brake.
14. Select neutral (manual transmission) or Park (automatic transmission).
15. Cancel the signal.
16. Wait for further instructions from the examiner.








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ALLEY DOCKING. continue

Leaving the Bay

When instructed to leave the bay, follow the correct moving-off procedure.

1. Prepare to Move Off

Check all mirrors.

Check the appropriate blind spot in the direction you intend to move.

Signal in the direction of travel.

Select first gear (manual transmission) or Drive (automatic transmission).

Obtain clutch control (manual transmission).

Conduct a full 360-degree observation.

2. Move Out Safely

Release the parking brake.

Move forward carefully and exit the demarcated area while maintaining observation and vehicle control.

Cancel the signal once the maneuver has been completed and the vehicle is safely clear of the bay.

POINTS ALLOCATION FOR ALLEY DOCKING

Penalty points allocation:	
Vehicle rolls back or forwards	
Touch any obstacles	
Not successful in maximum 2 attempts	
Parking brake application	2
Parking brake ratchet used	1
360 degree observation	5
Signal intention	5
Gear change/selection	1
Moving off	1
Stalling the engine	1
Counter-steering	1
Signal cancelled	4






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THE YARD MANOEUVRES**THREE - POINT TURN (TURN IN THE ROAD)**

Applicable to Light Motor Vehicles Only

During your practical yard test, the examiner will instruct you to execute a turn in the road.

Understanding exactly what the examiner requires, and what actions will result in an immediate penalty, is key to passing this section smoothly.

Examiner Instructions and Requirements.

The examiner will give you the following specific directions,

Starting Position,

Position your vehicle at the designated starting point.

The 3 Movements,

Turn the vehicle completely around within the 12m roadway using exactly three movements, forward, reverse, and forward again.

Final Position,

End up facing in the opposite direction, positioned correctly on the left-hand side of the road.

Exiting,

Complete the maneuver and exit the demarcated test area entirely on the left-hand side of the road.

Critical Mistakes to Avoid

To ensure you do not fail this module, you must strictly adhere to the following spacing rules,

- Do not mount any kerb or touch any demarcated lines with any wheel.
- Do not straddle the centre line once the maneuver is complete.





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THE YARD MANOEUVRES

THREE - POINT TURN. CONTINUE

Movement 1: Forward (The First Turn)

Before moving the vehicle forward into the road, you must follow a strict sequence of observations and controls.

Pre-Moving Routine and Observation

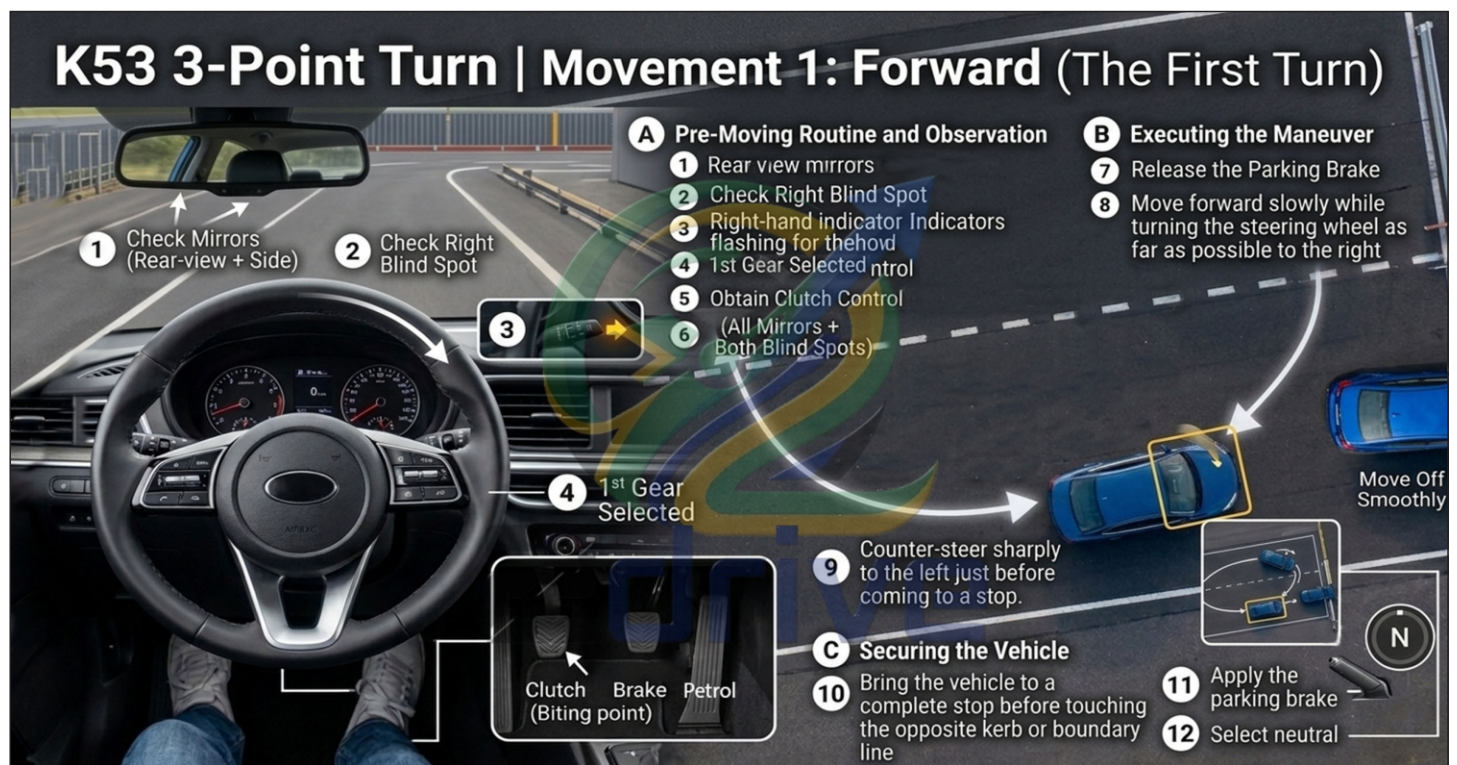
1. Check your mirrors (rear-view and side mirrors).
2. Check your right blind spot to ensure the path is clear.
3. Signal right to indicate your intention to turn.
4. Select 1st gear.
5. Obtain clutch control (or prepare the accelerator for automatic vehicles).
6. Conduct a final check of all mirrors and both blind spots.

Executing the Maneuver

7. Release the parking brake.
8. Move forward slowly while turning the steering wheel as far as possible to the right.
9. Counter-steer sharply to the left just before coming to a stop. This pre-positions your wheels for the reverse movement.

Securing the Vehicle

10. Bring the vehicle to a complete stop before touching the opposite kerb or boundary line.
11. Apply the parking brake.
12. Select neutral (or Park for automatic vehicles).








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THE YARD MANOEUVRES**THREE - POINT TURN. CONTINUE****Movement 2: Reverse (The Second Turn)**

Once the vehicle is secure after the first forward movement, you must prepare to reverse across the roadway. Absolute situational awareness is critical during this stage.

Pre-Moving Routine and Observation

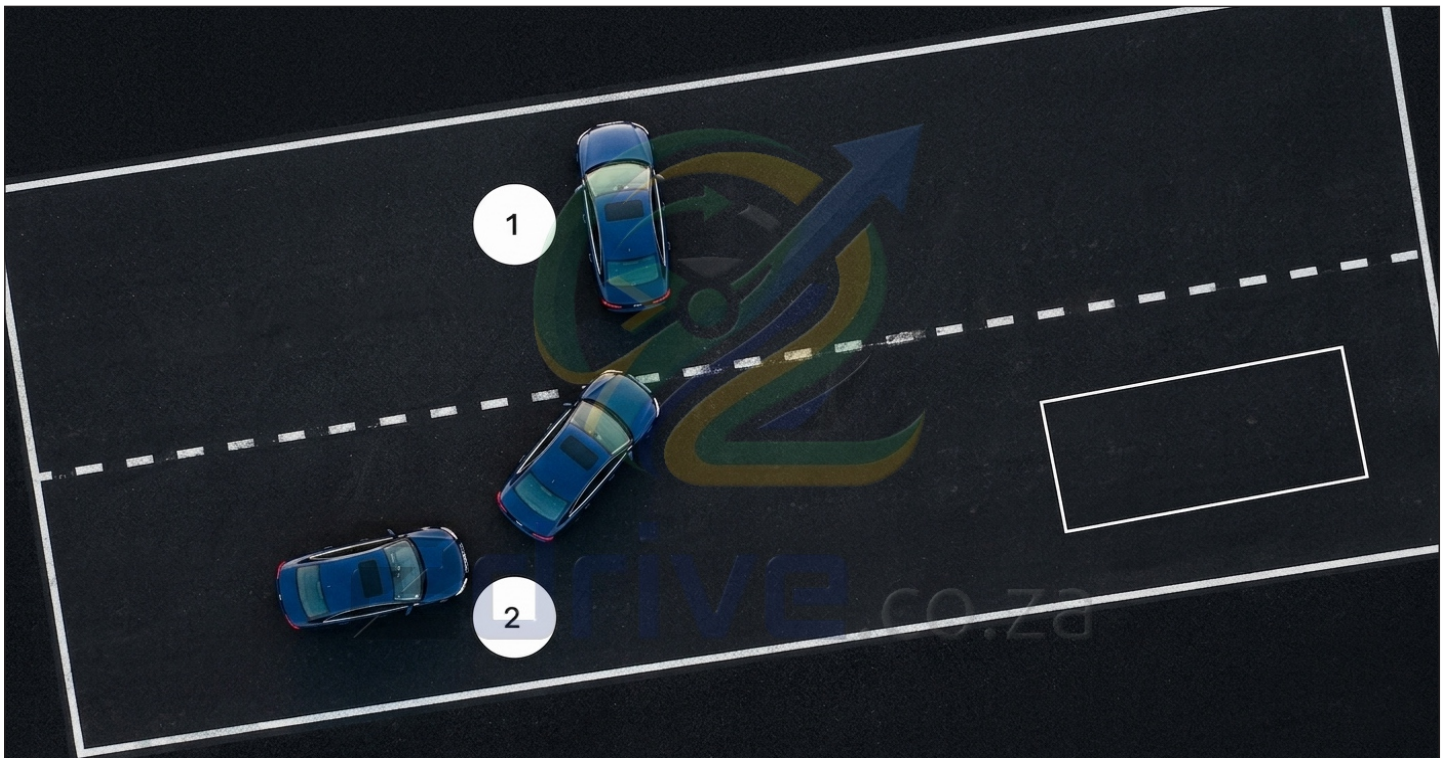
1. Check your mirrors to assess the space behind you.
2. Check your left blind spot to ensure the area on your left is clear.
3. Signal left to indicate your intention to reverse into the left lane.
4. Select reverse gear.
5. Conduct a full 360-degree observation (mirrors and both blind spots) to confirm no pedestrians, vehicles, or hazards have entered your path.

Executing the Maneuver

6. Release the parking brake (if it was applied). 6. Move backwards slowly and under control while steering sharply to the left.
7. Counter-steer to the right just before coming to a stop.
8. This pre-positions your front wheels, making your final forward movement much smoother.

Securing the Vehicle

Bring the vehicle to a complete stop before touching the rear kerb or boundary line. Apply the parking brake and select neutral (or Park for automatic vehicles).





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THE YARD MANOEUVRES**THREE - POINT TURN. CONTINUE****Movement 3: Forward (The Final Turn and Exit)**

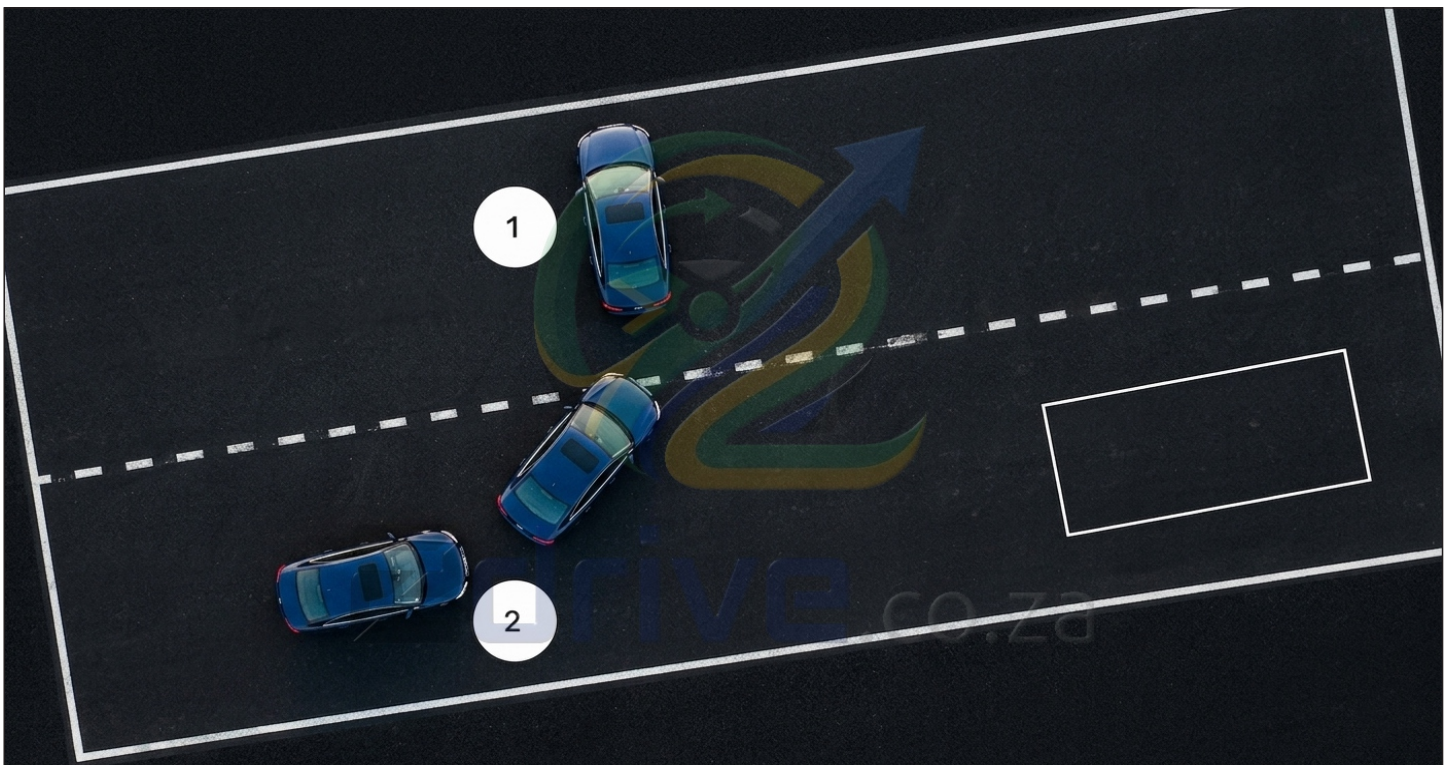
Once the vehicle is secure after the reverse movement, you must complete the final forward turn to exit the demarcated area on the left-hand side of the road.

Pre-Moving Routine and Observation

1. Check your mirrors (rear-view and side mirrors).
2. Check your right blind spot to ensure your turning path is clear.
3. Signal right to indicate your intention to move off.
4. Select 1st gear.
5. Obtain clutch control (or prepare the accelerator for automatic vehicles).
6. Conduct a full 360-degree observation (mirrors and both blind spots) to ensure no new hazards have appeared around the vehicle.

Executing the Maneuver

7. Release the parking brake (if it was applied).
8. Move forward slowly, steering smoothly to the left to align your vehicle correctly within the left lane.
9. Cancel your signal once the vehicle is straight and the turn is fully complete.





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THE YARD MANOEUVRES

PARALLEL PARKING

Parallel parking is a manoeuvre used to park a vehicle in a parking bay that runs parallel to the edge of the roadway.

To complete the manoeuvre, you must position your vehicle alongside the parking bay, then reverse into the space while steering accurately to align the vehicle within the bay.

The manoeuvre may be performed from either the left-hand or right-hand side, depending on the instructions given by the examiner.

For testing purposes, light motor vehicles that are normally used to tow a trailer weighing more than 750 kg will perform this exercise without the trailer attached.

Examiner's Instructions

Before commencing the manoeuvre, the examiner will instruct you to,

- Position your vehicle at the designated starting point.
- Prepare to perform the parallel parking manoeuvre as directed.
- Understand that you may stop the vehicle at any stage during the exercise if necessary.

Note that only three movements are permitted,

1. One reverse movement into the parking bay.
2. Two additional movements to correctly position the vehicle within the bay.

Ensure that the vehicle is parked completely within the parking bay without,

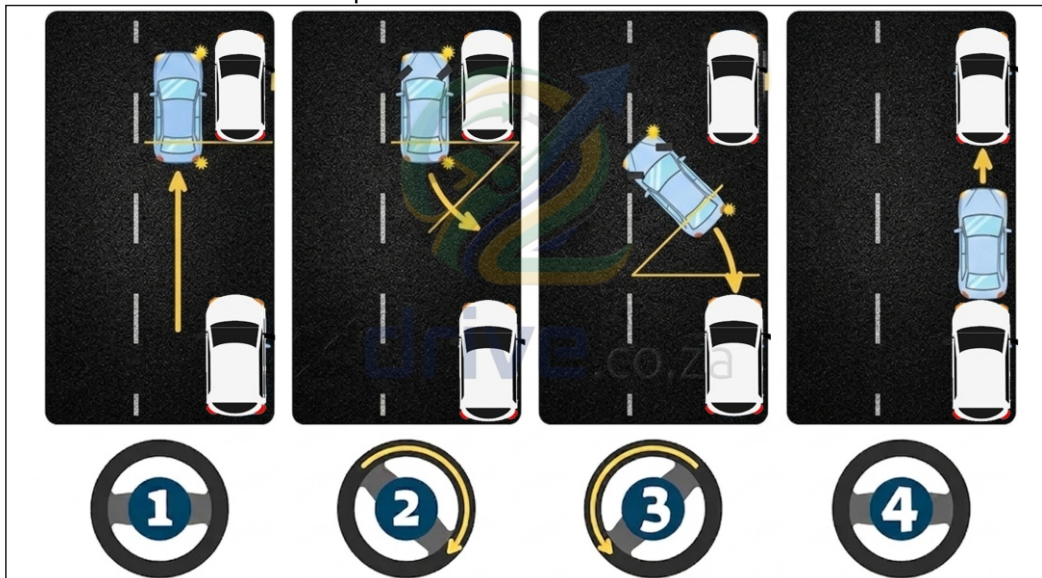
1. Touching any obstacle, marker, or pole.
2. Mounting or touching the kerb.

Second Attempt

If your first attempt is unsuccessful, the examiner may allow a second and final attempt, provided that,

- No obstacle, marker, or pole was touched during the first attempt.
- The vehicle did not mount or touch the kerb.
- No action occurred that would result in an immediate failure of the manoeuvre.
-

A successful parallel park demonstrates good vehicle control, accurate steering, proper observation, and the ability to safely position the vehicle within a confined space.








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THE YARD MANOEUVRES

PARALLEL PARKING .Continue

Regular practice will improve your confidence and increase your chances of successfully completing this manoeuvre during your driving test.

Parallel Parking Procedure

- Reversing into the Parking Bay
- Check all mirrors.
- Check the kerbside blind spot.
- Signal your intention towards the parking bay.
- Select reverse gear.
- Obtain clutch control (manual vehicles) or prepare the vehicle to move slowly and under control.
- Check all mirrors and both blind spots.
- Release the parking brake.
- Begin reversing slowly and under full control.

Steering into the Bay

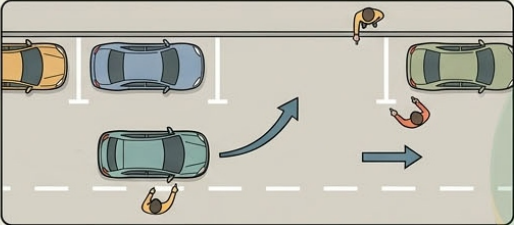
- Before turning the steering wheel, check the roadside blind spot.
- Steer smoothly into the parking bay, ensuring that you do not touch any obstacles or mount the kerb.

Straightening and Positioning the Vehicle

- Counter-steer to straighten the vehicle if an additional movement is required.
- Position the vehicle completely within the demarcated parking area.
- Apply the parking brake.
- Select neutral (manual vehicles) or park (automatic vehicles), where applicable.
- Cancel the indicator signal

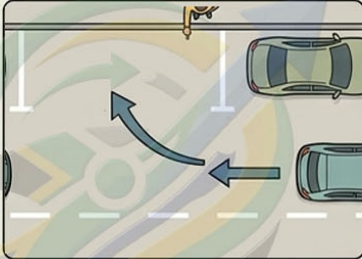
PARALLEL PARKING PROCEDURE

1. REVERSING INTO THE PARKING BAY



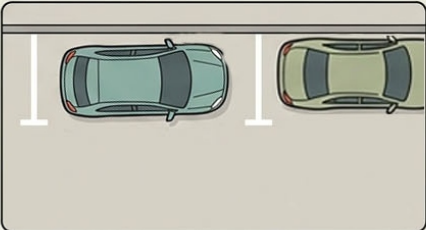
- Check all mirrors.
- Check the kerbside blind spot.
- Signal your intention towards the parking bay.
- Select reverse gear.
- Obtain clutch control (manual vehicles) or prepare the vehicle to move slowly and under control.
- Check all mirrors and both blind spots.
- Release the parking brake.
- Begin reversing slowly and under full control.

2. STEERING INTO THE BAY



- Before turning the steering wheel, check the roadside blind spot.
- Steer smoothly into the parking bay, ensuring that you do not touch any obstacles or mount the kerb.

3. STRAIGHTENING AND POSITIONING THE VEHICLE



- Counter-steer to straighten the vehicle if an additional movement is required.
- Position the vehicle completely within the demarcated parking area.
- Apply the parking brake.
- Select neutral (manual vehicles) or park (automatic vehicles), where applicable.
- Cancel the indicator signal.



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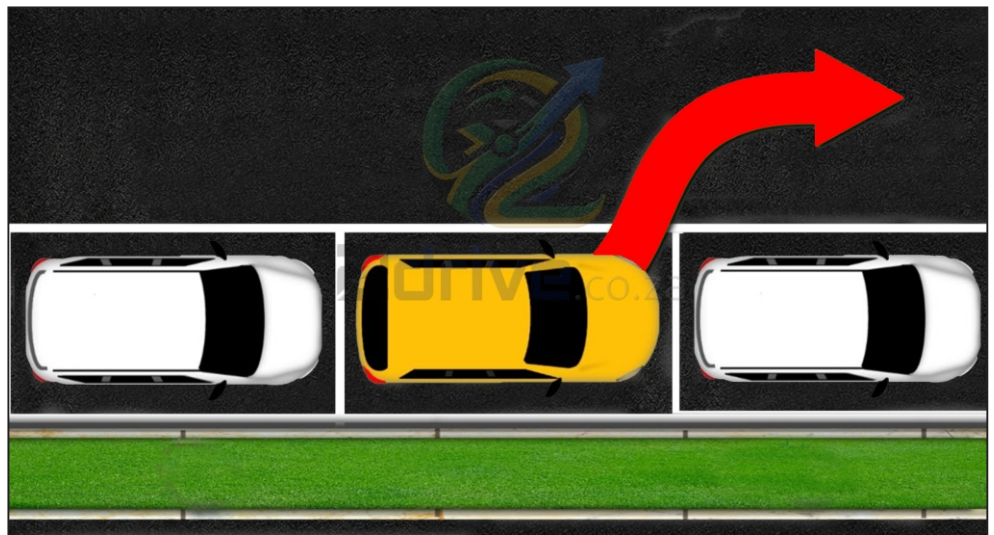
PARALLEL PARKING .Continue

Parallel Parking - Important Rules and Assessment Criteria

1. Only three movements are permitted during the manoeuvre.
One reverse movement into the parking bay.
Two additional movements to correctly position the vehicle.
All movements must be completed without leaving the parking bay.
2. The steering wheel must be turned immediately before the vehicle comes to a stop, not while the vehicle is stationary.
3. If the manoeuvre cannot be successfully completed on the first attempt, the vehicle must be repositioned at the designated starting point before a second and final attempt is made.
4. There is no limit to the number of movements permitted when leaving the parking bay.
5. However, a full 360-degree observation must be carried out before every movement.
6. The indicator signal must be activated when moving forward and exiting the parking bay.
7. No signal is required for movements made entirely within the demarcated parking bay.
8. Stopping and then continuing in the same direction is not regarded as an additional movement.
9. You may stop at any stage during the manoeuvre.
10. However, if the vehicle remains stationary for longer than five seconds, a full 360-degree observation must be completed before moving again.

Leaving the Parallel Parking Bay

1. Check all mirrors.
2. Check the roadside blind spot.
3. Signal your intention to move towards the roadway.
4. Select 1st gear.
5. Obtain clutch control (manual vehicles) or prepare the vehicle to move safely.
6. Conduct a full 360-degree observation to ensure it is safe to proceed.
7. Release the parking brake and move forward slowly.
8. Steer out of the parking bay smoothly, ensuring that you do not touch any obstacles or mount the kerb.
9. Once safely clear of the parking bay and established in the traffic lane, cancel the indicator signal.



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THE YARD MANOEUVRES**REVERSE IN A STRAIGHT LINE****Parallel Parking - Important Rules and Assessment Criteria****Examiner Instructions and Requirements**

The examiner will instruct you to execute the maneuver based on the following strict compliance criteria,

Starting Position.

Stop with the front end of the vehicle immediately above or over the starting line.

Continuous Movement.

Reverse the vehicle smoothly through the demarcated area without stopping.

Single Attempt,

Complete the entire maneuver in a single, continuous attempt.

Boundary Clearance.

Do not touch or cross any side boundary lines or markers.

Stopping Zone.

Complete the reverse by stopping with the rear wheels of the vehicle within or beyond the designated 5-meter stopping zone.

Step-by-Step Driver Action Plan

Before moving, you must prepare the vehicle and secure your surroundings,

Select Gear.

Depress the clutch and select reverse gear.

Find the Bite Point.

Standardize your control by obtaining clutch control (the bite point) to ensure the vehicle does not roll forward.

Full Observation.

Conduct a thorough 360-degree check (checking all mirrors and blind spots) to ensure the environment is completely clear before moving.



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THE YARD MANOEUVRES

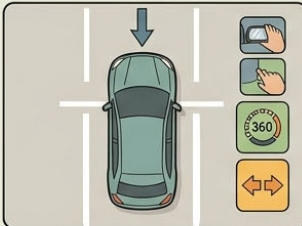
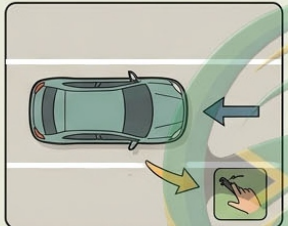
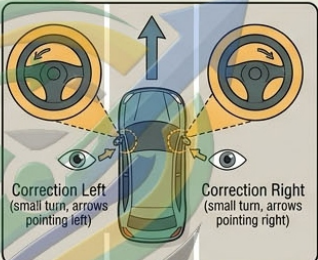
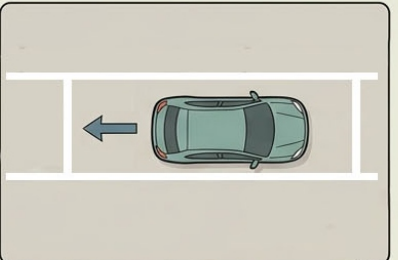
REVERSE IN A STRAIGHT LINE. Continue

Execute.

- Release the handbrake and smoothly back up into the zone following the examiner's criteria above.
- Keep the vehicle moving in a straight line by making small steering corrections when necessary.
- Maintain a safe distance from the side boundary lines and do not allow the vehicle to touch or cross them.
- Continue reversing under full control until reaching the designated stopping point.
- Stop smoothly where indicated.
- Apply the parking brake.
- Select neutral (or Park (P) for automatic transmission vehicles).
- Release the clutch pedal, if applicable.

Tip: Reverse at walking pace and continue checking your mirrors and surroundings regularly. Slow, controlled movements make it easier to keep the vehicle straight and avoid touching the boundary lines.

K53 STRAIGHT-LINE REVERSING GUIDE

1. PREPARATION & SETUP	2. BEGIN REVERSING	3. MAINTAINING CONTROL	4. STOPPING & SECURING
 • Position vehicle centered between lines. • Stop smoothly at the designated line. • Perform visual checks: mirrors, all blind spots. • Signal if necessary (standard criteria).	 • Apply and hold foot brake. • Select reverse gear. • Perform a final 360-degree visual check. • Release handbrake. • Apply clutch control (manual) or release brake (automatic) and begin moving.	 Correction Left (small turn, arrows pointing left) Correction Right (small turn, arrows pointing right) • Keep vehicle moving smoothly at a slow speed. • Maintain straight line with minimal steering corrections. • Regularly check side mirrors for boundary distance. • Do not touch or cross side boundary lines.	 • Reversing under full control to stopping point. • Stop smoothly where indicated (e.g., specific line). • Apply parking brake firmly. • Select neutral (M) or Park (P) for automatic. • Release clutch and brake pedals.

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OVERVIEW

After successfully completing the yard test section of your driving evaluation, you will proceed to the road test portion. The road test is designed to assess your ability to safely control the vehicle in real traffic conditions while applying the correct K53 driving techniques, observation methods, road rules, and defensive driving principles.

1. Time allocation for the road test

Candidates are required to complete the road test within a minimum period of 20 minutes and a maximum period of 45 minutes.

The examiner will use a stopwatch to monitor the duration of the test.

If the test exceeds the maximum time limit,

- No additional penalty points will be added once the maximum time has been reached.
- However, any action or error that results in an immediate failure can still cause the test to be terminated.

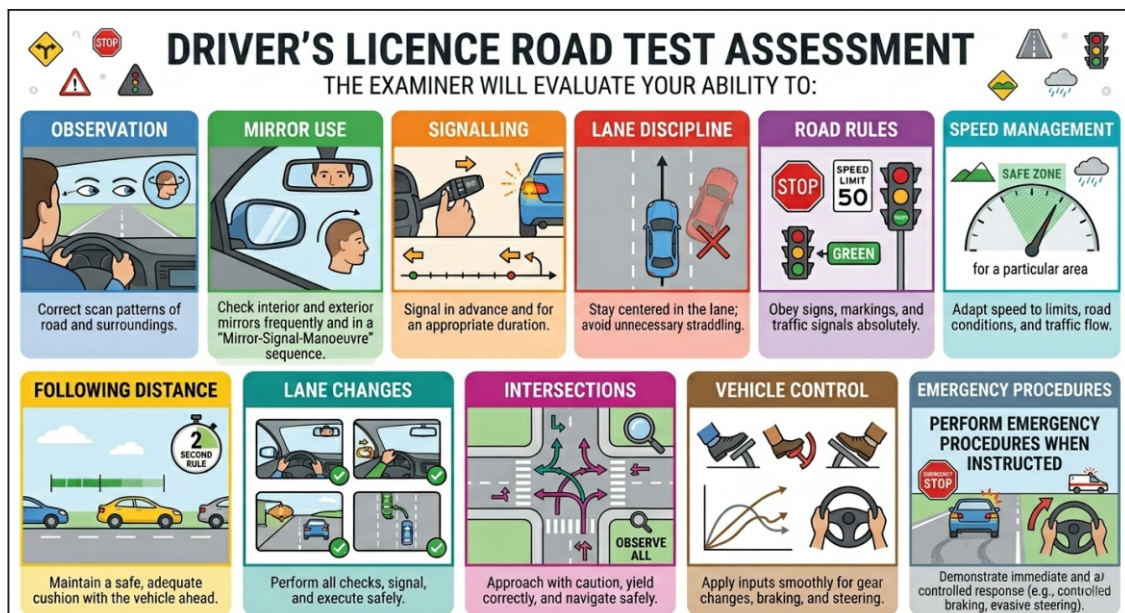
The timing of the road test officially ends only once,

- The vehicle has come to a complete stop, and
- The applicant has safely exited the vehicle and properly closed the door from the outside.

2. What the examiner will assess

During the road test, the examiner will evaluate your ability to,

- Apply correct observation techniques.
- Use mirrors effectively.
- Signal correctly and in good time.
- Maintain proper lane discipline.
- Obey road signs, road markings, and traffic signals.
- Demonstrate safe speed management.
- Maintain safe following distances.
- Execute lane changes correctly.
- Approach and negotiate intersections safely.
- Apply clutch, brake, accelerator, and steering control smoothly.
- React appropriately to hazards and changing traffic conditions.





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OVERVIEW. Continue**3. Road Test Requirements**

Every official driving test route must contain specific road and traffic conditions to ensure that all applicants are assessed fairly and consistently.

4. Multi Lane Road Section

The test route must include,

- A road with more than one lane travelling in the same direction.
- Clearly marked lane divisions.
- At least two controlled intersections.

5. Four Way Stop Intersection

The route must include at least one intersection controlled by four-way stop signs.

At these intersections, the examiner will assess whether the applicant,

- Comes to a complete stop behind the stop line.
- Observes all directions properly.
- Understands right-of-way rules.
- Proceeds safely and confidently.

6. Stop Signs and Traffic Lights

The route must include at least four intersections controlled by,

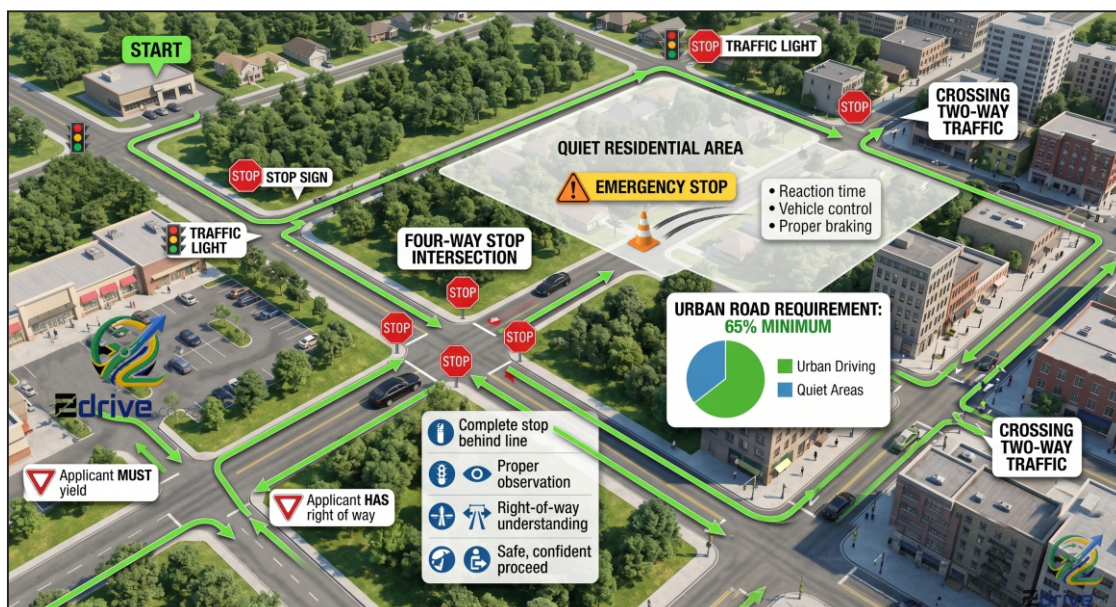
- Stop signs, or
- Traffic lights.

7. Yield Sign Intersections

The route must contain at least two intersections controlled by yield signs.

These intersections must include,

- One situation where the applicant must yield right of way.
- One situation where the applicant has right of way.





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OVERVIEW. Continue**8. Emergency Stop Area**

The route must include a quiet road or low traffic area where the examiner can instruct the applicant to perform an emergency stop.

During this manoeuvre, the examiner will evaluate,

- Reaction time.
- Vehicle control.
- Proper braking technique.
- Observation before moving off again.

8. Intersection Repetition Rule

To ensure fairness and route variety,

- No intersection forming part of the test route may be crossed more than twice from the same direction.

9. Urban Road Requirement

At least 65% of the road test must take place on public roads within an urban area.

Urban driving allows the examiner to assess,

- Interaction with traffic.
- Pedestrian awareness.
- Speed control.
- Traffic sign compliance.
- General defensive driving skills.

10. Crossing Two Way Traffic

The route must contain at least two intersections where the applicant is required to cross two-way traffic.

This tests the applicant's ability to,

Judge traffic gaps correctly.

- Assess vehicle speed and distance.
- Cross safely without causing danger or obstruction.



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TRAVELLING BEHIND OTHER VEHICLES

Safe Following Distance

Maintaining a safe following distance is one of the most important defensive driving skills.

A safe distance gives you enough time to react to sudden hazards, brake smoothly, and avoid collisions.

Following too closely, commonly known as "tailgating," greatly increases the risk of rear-end accidents and reduces your ability to respond safely to changing traffic conditions.

As a general guideline, drivers should maintain the following minimum safe following times,

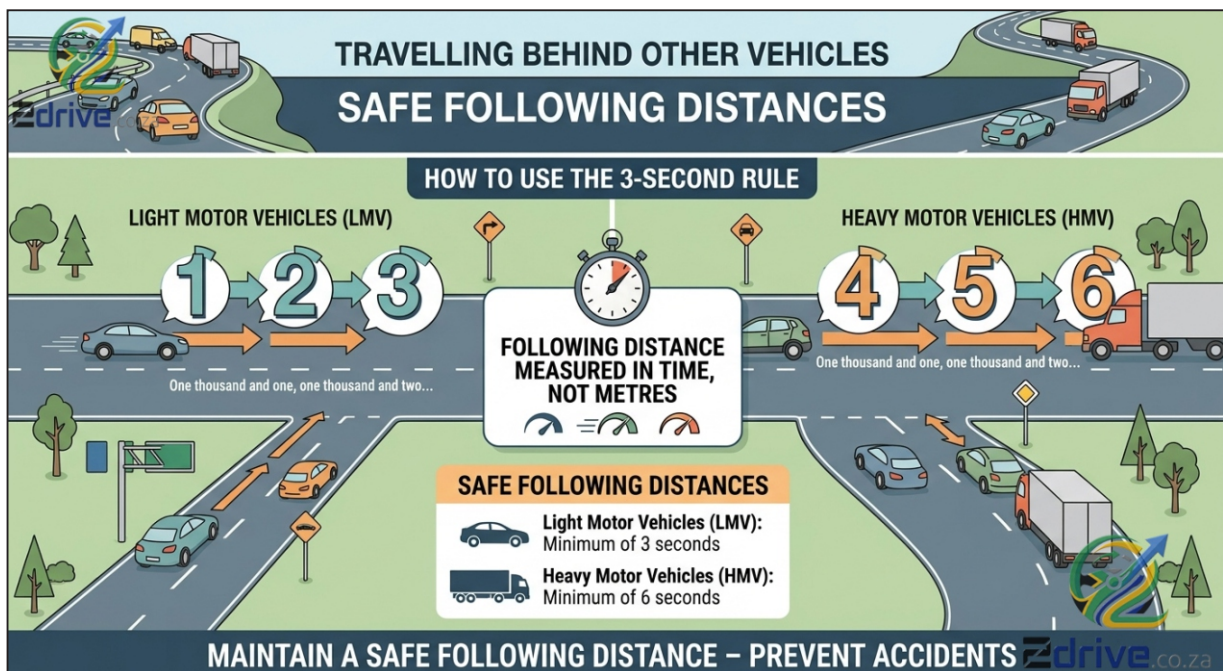
- Light Motor Vehicles (LMV): Minimum of 3 seconds, 2 seconds minimum
- Heavy Motor Vehicles (HMV): Minimum of 6 seconds

A following distance is measured in time, not metres, because the safe gap changes according to your speed

How to Use the 3-Second Rule

To calculate a safe following distance,

- Choose a fixed point ahead, such as a road sign, bridge, or tree.
- When the vehicle in front passes that point, begin counting,
- One thousand and one, one thousand and two, one thousand and three.
- If your vehicle reaches the same point before you finish counting, you are following too closely and must increase your distance.
- Heavy motor vehicles should continue counting to at least six seconds.



Increase Your Following Distance in Hazardous Conditions

- Wet or slippery roads
- Rain, fog, or poor visibility
- Heavy traffic congestion
- Driving at high speeds
- Carrying heavy loads or towing a trailer
- Gravel or uneven road surfaces
- Night driving
- When another vehicle is following too closely behind you

Increasing your following distance provides extra reaction and braking time, helping you maintain better control of your vehicle.

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LANE CHANGING PROCEDURES

Single Lane Changing

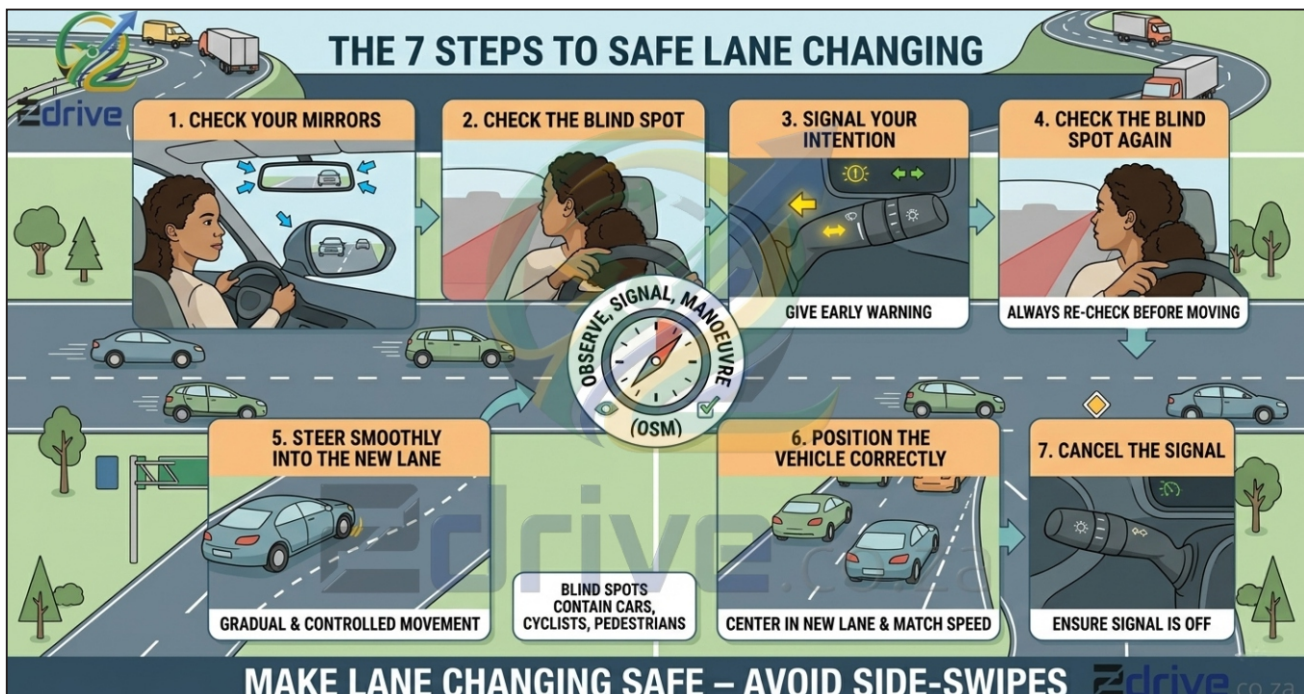
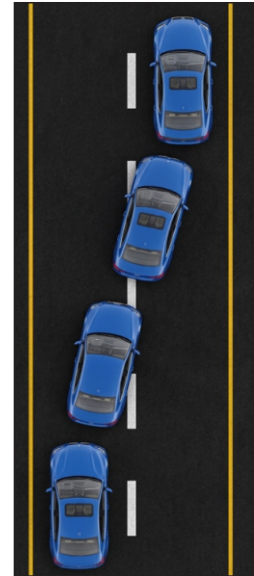
Changing lanes is an essential driving skill that requires good observation, correct timing, and smooth vehicle control. A safe lane change helps prevent collisions and ensures that traffic continues to flow safely and efficiently. Drivers should always change lanes with caution and only when it is necessary and safe to do so.

Important Safety Rules

- Avoid changing lanes within an intersection whenever possible. Intersections are high-risk areas where vehicles, pedestrians, and cyclists may move unpredictably.
- Always ensure there is enough space between your vehicle and surrounding traffic before moving into another lane.
- Signal early enough to warn other road users of your intention to change lanes.
- Never rely on mirrors alone, blind spots must always be checked.
- Change one lane at a time. If more than one lane must be crossed, repeat the full observation procedure before crossing each additional lane.
- Avoid sudden steering movements or harsh acceleration during a lane change.
- Maintain a steady speed while changing lanes unless traffic conditions require adjustment.

Correct Procedure for a Single Lane Change

- Check Your Mirrors
- Check the Blind Spot
- Signal Your Intention
- Check the Blind Spot Again
- Steer Smoothly Into the New Lane
- Position the Vehicle Correct
- Cancel the Signal



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LANE CHANGING PROCEDURES**Multiple Lane Changing**

Multiple lane changing refers to moving across two or more lanes in the same direction of travel.

This manoeuvre requires careful observation, accurate judgement, and smooth vehicle control to ensure the safety of all road users.

During a driving test, the examiner will assess your ability to,

- Observe traffic conditions correctly
- Use mirrors and blind spot checks effectively
- Signal appropriately
- Change lanes smoothly and safely
- Maintain proper lane discipline and vehicle control

A multiple lane change must always be performed one lane at a time.

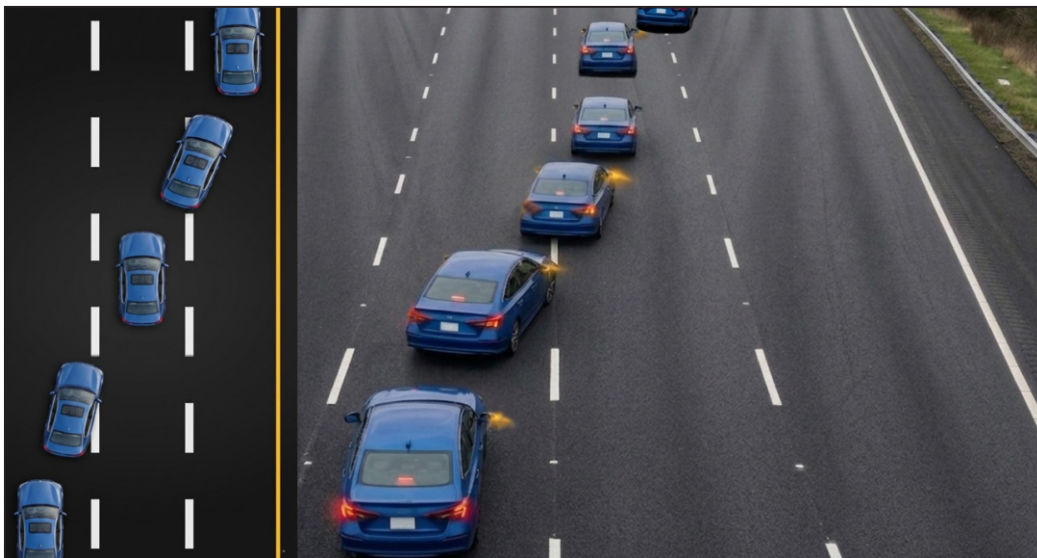
Never drift across several lanes in one continuous movement without reassessing traffic conditions before each lane change.

Correct Procedure for Multiple Lane Changing

- Check Mirrors, Check the Blind Spot, and Signal
- Check the Blind Spot Again
- Steer Into the Next Lane When Safe
- Position the Vehicle Correctly in the New Lane
- Check the Blind Spot
- Steer Into the Next Lane When Safe
- Position the Vehicle Correctly in the New Lane
- Cancel the Signal
-

Common Mistakes to Avoid

- Crossing several lanes without reassessing traffic
- Forgetting blind spot checks
- Signalling too late
- Steering abruptly
- Cutting in too closely in front of another vehicle
- Failing to centre the vehicle in the lane
- Leaving the indicator on after the manoeuvre
- Changing lanes near intersections or pedestrian crossings



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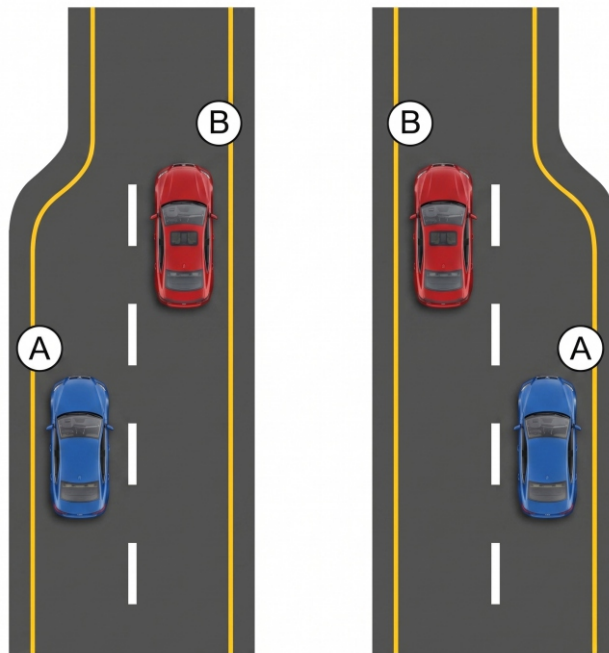
LANE CHANGING PROCEDURES

Lane Ending

A lane ending occurs when a traffic lane comes to an end and drivers must safely merge into another lane.

These situations are common on,

- Freeways and highways
- Roadworks and construction zones
- Dual carriageways
- Urban roads with merging traffic
- Roads where lanes reduce from two lanes to one



Vehicle A: Lane Ending. Driver Required to Change Lanes

If you are driving Vehicle A and your lane is ending, you are responsible for safely moving into the adjacent lane before the lane ends completely.

The driver must

- Identify the lane ending early
- Check mirrors regularly
- Check the appropriate blind spot
- Signal intention to merge
- Adjust speed if necessary
- Merge only when it is safe to do so

Vehicle B: Driver Continuing in the Open Lane

If you are driving Vehicle B in the lane that continues, you are still required to maintain proper observation and awareness.

Although Vehicle B may not need to change lanes, the driver must remain alert to surrounding traffic conditions.

When the lane ends from either side, always do a blind spot check.

Failure to do so will result in a 5 point penalty



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DRIVING PROCEDURES - STOPPING IN TRAFFIC**Stopping in Traffic**

Stopping in traffic is one of the most important driving skills taught during driver training and assessed during the driving test.

A safe and controlled stop demonstrates good observation, vehicle control, hazard awareness, and defensive driving techniques.

Drivers are expected to stop smoothly and safely while remaining fully aware of surrounding traffic conditions. The parking brake should be applied when for any length of time or where there is a possibility of rolling

Incorrect stopping procedures may lead to,

- Rear-end collisions
- Loss of vehicle control
- Rolling accidents
- Traffic obstruction
- Test penalties or failure

The ability to stop correctly is essential in everyday driving situations such as,

- Traffic lights
- Stop streets
- Congested traffic
- Pedestrian crossings
- Intersections
- Emergency traffic conditions

Procedure**1. Check in the Rear-View Mirror**

Before slowing down or stopping, the driver must check the rear-view mirror.

2. Decelerate

The driver should begin reducing speed gradually by easing off the accelerator.

3. Brake Timeously, Smoothly, and Progressively

Braking should be applied early enough.

4. Disengage the Clutch Just Before Stopping

In a manual vehicle, the clutch should only be disengaged shortly before the vehicle comes to a complete stop.

Penalty points allocation

1. Check the mirrors	3
2. Check the blind spot	5
3. Signal intention	5
4. Braking	2
5. Disengaging the clutch	1
6. Keeping a clear space	5

7. Parking brake application	2
8. Parking brake ratchet used	1
9. Selecting neutral/drive/park	1
10. Signal cancelled	4
11. Needless stopping	1



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DRIVING PROCEDURES - STOPPING IN TRAFFIC. Continue**5. Maintain a Clear Space**

When stopping behind another vehicle, maintain a safe following distance of approximately 4 to 5 metres behind the vehicle ahead.

6. Stop According to Traffic Signals, Rules, and Road Markings

The vehicle must stop,

Behind the stop line

In compliance with road signs

According to traffic light signals

Without obstructing intersections or pedestrian crossings

7. Apply the Parking Brake

The parking brake should be applied,

Whenever stopping for any length of time

Whenever there is a risk of rolling

8. Select Neutral, If Necessary

In manual vehicles, neutral may be selected when,

Stopped for an extended period

Waiting at long traffic lights

Remaining stationary in traffic congestion



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DRIVING PROCEDURES - STOPPING FOR PARKING**Stopping for Parking****Phase 1: Preparation and Signaling (Steps 1-3)****The PROCEDURE**

The correctly procedure prioritizes situational awareness before any physical action is taken.

Step 1,

enforces the vital sequence of Mirrors - Blind Spot - Signal.

This ensures the driver knows exactly what is behind and beside them before communicating their intentions to other road users.

Positioning**Step 2 and 3,**

require the driver to adjust their road positioning smoothly and re-verify their mirrors, confirming that the initial signal was seen and reacted to by trailing traffic.

Phase 2: Deceleration and Execution (Steps 4-8)**Controlled Slowing****Step 4 and 5 ,**

(Decelerate/brake) precedes steering to ensure the vehicle transitions to the roadside at a safe, controlled speed, minimizing the risk of losing traction or clipping a curb.

Manual Transmission Management**Step 6,**

(Disengage clutch) is timed precisely after initial braking but before the complete stop.

This prevents the engine from stalling while allowing the vehicle to smoothly coast into its final resting position.

Spatial Awareness**Step 7 and 8,**

(Maintain a clear space) is a crucial safety buffer, ensuring the driver leaves enough room between their vehicle and surrounding hazards, curbs, or other parked cars before bringing the vehicle to a complete halt .

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DRIVING PROCEDURES - STOPPING FOR PARKING. Continue**Phase 3: Securing the Vehicle (Steps 9-13)****Mechanical Stabilization**

As soon as the vehicle stops, the mechanical priority shifts to preventing accidental rolling.

Step 9,

(Apply parking brake) secures the vehicle physically before the driver stops monitoring the controls.

Housekeeping and Power Down**Steps 10 and 11,**

turn off the indicators (canceling the signal) and shut down the engine, transitioning the vehicle from "active traffic participant" to "parked."

Redundant Safety Measures

Step 12, (Engage gear) acts as a vital fail-safe. In a manual car, leaving the vehicle in gear (usually first or reverse) ensures that if the handbrake fails, the engine's internal compression will prevent the car from rolling.

The Exit Check

The procedure concludes with **Step 13,** a critical defensive driving habit.

Checking mirrors and blind spots one final time protects vulnerable road users, such as cyclists and pedestrians, from being "doored."

STEP-BY-STEP PROCEDURE: STOPPING FOR PARKING (MANUAL VEHICLE)**PHASE 1: PREPARATION & SIGNALING**

1. Check mirrors > Check the blind spot > Signal



2. Position vehicle if necessary



3. Check mirrors

PHASE 2: DECELERATION & EXECUTION

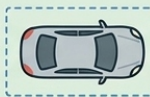
4. Decelerate/brake



5. Steer safely to the side of the road



6. Disengage clutch



7. Maintain a clear space



8. Stop

PHASE 3: SECURING THE VEHICLE

9. Apply parking brake



10. Cancel signal



11. Switch off engine



12. Engage gear to prevent moving



13. Check mirrors and blind spots before opening doors



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STOPPING BEFORE A TURN

Phase 1: Observation and Communication (Steps 1 - 3)

The Core Observation Cycle

Step 1,

establishes early awareness and intent using the classic Mirrors Blind Spot Signal sequence. This alerts surrounding motorists and cyclists of an impending change in direction.

Continuous Scanning

Steps 2 and 3,

highlight that observation is an ongoing loop, not a one-time check.

The driver must re-check mirrors before slowing down to ensure trailing vehicles are reacting safely, and check the blind spot a second time right before changing lateral position to ensure no cyclists have slipped into the gap.

Phase 2: Controlled Maneuvering and Deceleration (Steps 4 - 7)

Lane Positioning

Step 4,

instructs the driver to hug the side of the lane matching their turning direction.

This is a critical defensive driving habit,

it prevents other road users from attempting to pass on the inside and clearly telegraphs the vehicle's intent to traffic behind.

The "Two-Hands" Rule for Stability

SAFE VEHICLE STOPPING PROCEDURE: BEFORE A TURN



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STOPPING BEFORE A TURN. Continue**Step 5,**

heavily emphasize keeping both hands on the steering wheel during braking and stopping.

Keeping both hands at the proper positions (e.g., 9-and-3 or 10-and-2) ensures maximum steering control if the driver needs to make sudden evasive maneuvers or if the vehicle is rear-ended.

Clutch Timing**In Step 6,**

the clutch is disengaged (pressed down) right before the vehicle drops below its engine idling speed, avoiding an engine stall while maximizing the use of foot-braking.

Phase 3: Stationary Control and Readiness (Steps 8 - 9)

Securing the Vehicle in Active Traffic

Once stopped Step 7, Step 8,

(Engage parking brake) secures the vehicle from rolling.

This is especially important at intersections, which are often graded or crowned for water drainage.

Neutral Selection fail-safe

Step 9,

(Select neutral) uncouples the engine from the transmission.

This allows the driver to safely ease off the clutch pedal while waiting for their gap or traffic light, reducing mechanical wear on the clutch release bearing and preventing the car from lunging forward into an intersection if the driver's foot accidentally slips off the clutch pedal.



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TRAFFIC CONTROL SIGN

Traffic control signs and signals given by authorised persons are an important part of safe and lawful driving. These instructions are used to regulate traffic flow, maintain safety, prevent congestion, and protect both road users and workers in potentially hazardous situations.

Drivers are legally required to obey these signals immediately and correctly.

Traffic control instructions may be given by

- Police officers
- Traffic officers
- Scholar patrol members
- Road construction or maintenance workers
- Persons leading, driving, or riding animals
- These individuals may use hand signals, flags, stop boards, whistles, or body movements to direct traffic.
- *Their instructions always take priority over normal road signs, road markings, and even traffic lights when they are actively controlling traffic.*



Procedure

- Check Rear View Mirror and Appropriate Blind Spot
- Signal Your Intention
- Obey Any Traffic Control Signal
- Check the Rear View Mirror Again
- Decelerate or Brake if Necessary
- Stop if Necessary
- Select an Appropriate Gear
- Observe

A traffic officer's instruction overrides traffic lights, road signs, and road markings. Drivers must remain alert, calm, and ready to respond correctly at all times.

STEP-BY-STEP PROCEDURE: OBEYING TRAFFIC CONTROL SIGNS

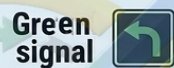


Traffic Control Signs are directions given by uniformed police or traffic officers, scholar patrol, road workmen, and animal handlers. Follow these steps.

PHASE 1: PREPARATION & SIGNALING



1. Check rear view mirror and blind spot



2. Signal your intention



3. Position vehicle for obedience

PHASE 2: EXECUTION & STOPPING



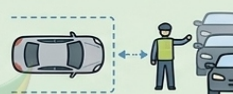
4. Decelerate / brake if necessary



5. Observe and obey any traffic control signal



6. Select appropriate gear



7. Maintain a safe following distance



8. Stop if necessary

PHASE 3: OBSERVATION & PROCEEDING



9. Check rear view mirror after stopping



10. Observe: check mirrors, blind spots, and all directions



11. Wait for safe gap / proceed signal



12. Move off / proceed when safe to do so

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INTERSECTIONS. TURNING LEFT

Turning left at an intersection is a critical driving manoeuvre that requires proper observation, speed control, lane discipline, and awareness of other road users.

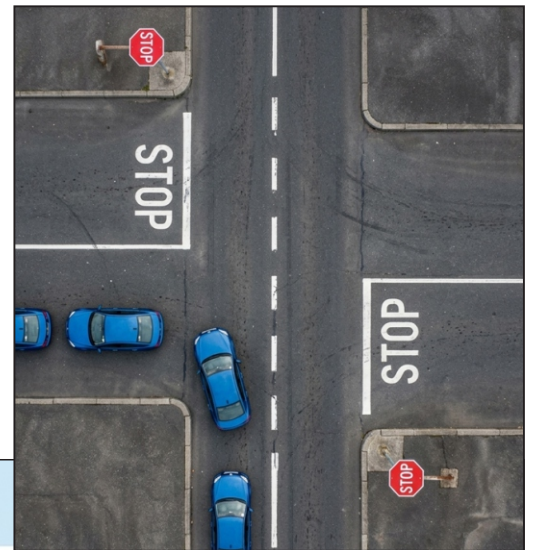
Under the K53 driving system, drivers must follow a structured sequence of actions to ensure safety, maintain vehicle control, and comply with road traffic laws.

This procedure applies to:

- Normal intersections
- Controlled intersections
- Uncontrolled intersections
- Traffic light intersections
- Urban and residential roads
- Special attention must be given by drivers of heavy motor vehicles (HMVs) and vehicles towing trailers, as these vehicles require additional space when turning and may experience trailer swing or follow-through.

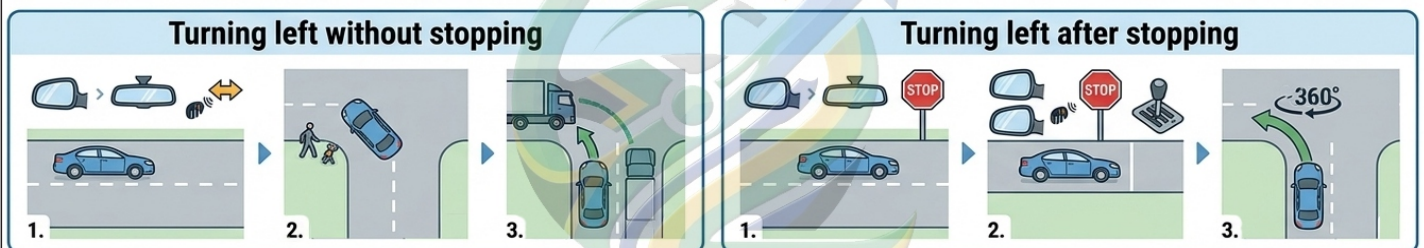
Detailed Turning Procedure

- Check Mirrors, Check Left Blind Spot, Signal Left
- Check the Left Blind Spot Again
- Steer to the Left of the Lane
- Check Mirrors
- Decelerate or Brake if Necessary
- Select a Lower Gear if Necessary
- Yield to Pedestrians if Necessary
- Select the Next Lower Gear if Necessary
- Check Traffic to the Right
- Observe 360 Degrees
- Check the Left Blind Spot
- Steer Around the Corner into the Appropriate Lane



Intersections – Turning Left

For heavy vehicles and vehicles with trailers check in the left mirror to ensure follow-through. The following two illustrations show the correct K53 sequence for:



Procedure for Turning Left Without Stopping

- | | | | |
|--|---|--|---|
| 1. Check mirrors > Check left blind spot > Signal left | 7. Select + Select next lower gear if necessary | 9. Check traffic to the right | 13. Obey all road traffic signs and rules |
| 2. Check left blind spot | | 10. Observe 360 degrees | |
| 3. Steer to the left of the lane | | | |
| 4. Check mirrors | | | |
| 5. Decelerate/brake if necessary | 6. Select a lower gear if necessary | 11. Check the left blind spot | |
| | 7. Yield to pedestrians if necessary | 12. Steer round the corner into appropriate lane | |



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EXECUTING A LEFT TURN AFTER STOPPING

Turning left from a complete stop is one of the most critical foundational skills evaluated during a practical driving license examination.

It requires precise synchronization of vehicle mechanical controls (clutch and gear coordination) combined with acute situational awareness (mirror checks, blind spot checks, and observations).

Failure to perform these checks in the correct chronological order is a common reason for losing marks or failing the driving test.

Following these steps**1. Select First Gear**

Depress the clutch pedal fully to the floor and smoothly shift the gear lever into first gear.

2. Obtain Clutch Control

Slowly raise the clutch pedal until you feel the engine RPM drop slightly and the vehicle begins to vibrate gently. This is known as the "friction point" or "biting point."

3. Check the Mirrors

Conduct a deliberate look into your interior rearview mirror, followed by your left exterior side mirror.

4. Check the Blind Spots

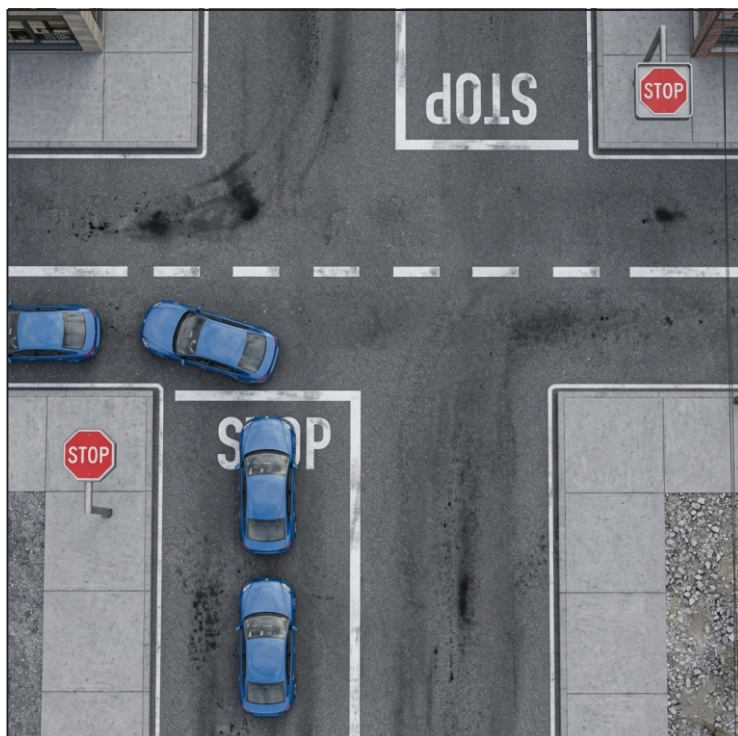
Turn your head sharply over your left shoulder to check the blind spot area not covered by your mirrors.

5. Check for Cross-Traffic

Look right, look ahead, look left, and look right again across the intersection.

6. Release Parking Brake (Handbrake)

If the intersection is entirely clear and it is safe to proceed, press the release button, drop the handbrake completely down, and smoothly transition your right foot from the brake to the accelerator.



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EXECUTING A LEFT TURN AFTER STOPPING cONTINUE

7. Move Off

Gently press down on the accelerator while simultaneously and smoothly releasing the remaining pressure on the clutch pedal.

8. Steer Around the Corner

Turn the steering wheel to the left using the professional "push-pull" method to guide the vehicle into the correct lane.

9. Accelerate Smoothly

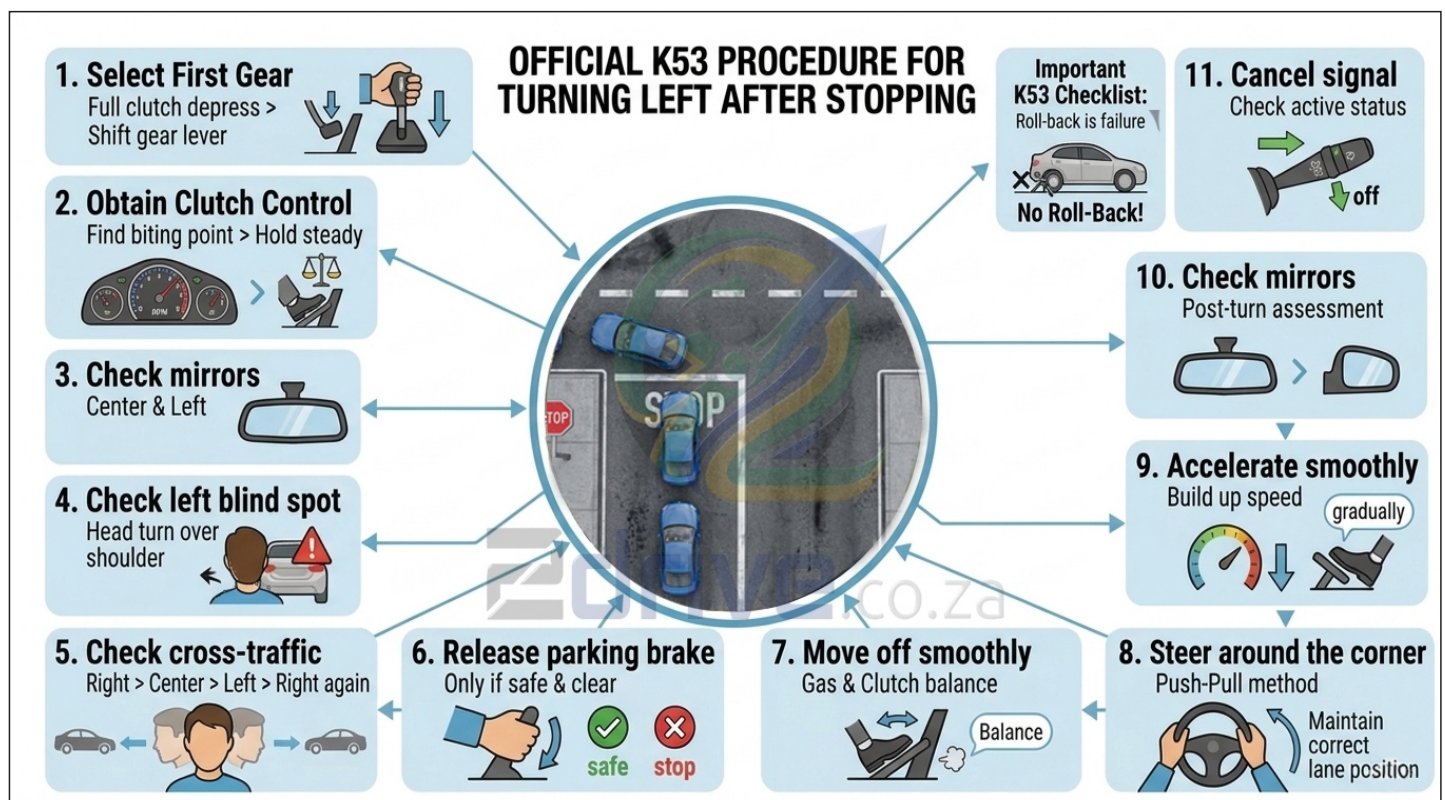
Straighten the steering wheel as you exit the turn and gradually increase pressure on the accelerator to match the speed of the new road.

10. Check the Mirrors

Look into your interior rearview mirror and your right exterior mirror after completing the turn.

11. Cancel Signal

Ensure your left indicator signal has automatically cancelled. If it hasn't, manually flick it back to the neutral position.



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TURNING RIGHT WITHOUT STOPPING

Executing a right-hand turn while keeping the vehicle in motion (without coming to a complete stop) requires high levels of defensive scanning, smooth speed transitions, and precise lane positioning.

This maneuver is common at yielding intersections, traffic circles, or green lights where oncoming traffic is clear.

Following these steps

1. Check Mirrors, Check Left Blind Spot, Signal Right

Check your interior rearview mirror and right exterior mirror, check your left blind spot over your shoulder, and flick your indicator stalk down to signal right.

2. Check Mirrors

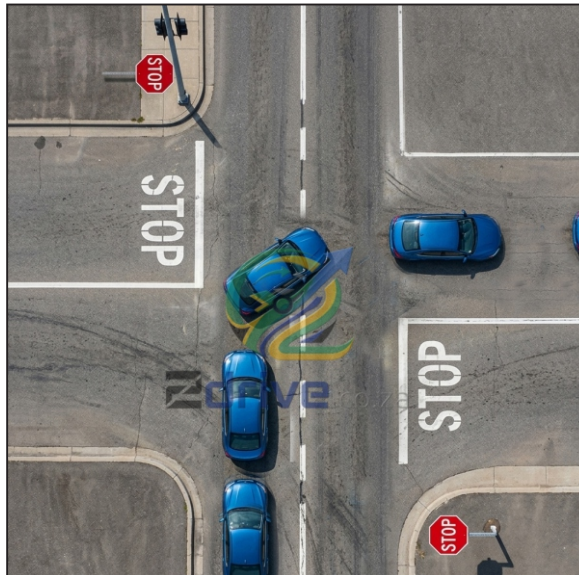
Perform a secondary check of your rearview and side mirrors.

3. Reduce Speed / Brake

Apply progressive and gentle pressure to the footbrake to begin bringing the vehicle down to an appropriate cornering speed.

4. Select Lower Gear

Depress the clutch pedal and shift down to an appropriate gear (typically 2nd gear for a flowing turn).



5. Continue Braking

Keep your foot lightly on the brake pedal if necessary to stabilize your entry speed as you approach the intersection.

6. Check Right Blind Spot

Turn your head over your right shoulder to check your right-hand side blind spot.

7. Position Vehicle to Immediate Left of the Centre Lane

Guide your vehicle smoothly toward the center line dividing the road, keeping your vehicle just to the left of it.

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TURNING RIGHT WITHOUT STOPPING. CONTINUE

8. Check Mirrors

Re-verify your interior and side mirrors once more

9. Decelerate / Brake if Necessary

Adjust your entry speed one last time using the footbrake if the curve is tighter than anticipated or if vision is partially blocked.

10. Select a Lower Gear if Necessary

Shift down further (e.g., into 1st gear) if your speed drops drastically due to traffic conditions or intersection geometry.

11. Check for Traffic to Right and Left

Perform a wide visual sweep looking left, straight ahead, right, and left again across the cross-streets.

12. Check Right Blind Spot

The Action: Take a final, quick glance over your right shoulder immediately before turning the steering wheel.

13. Steer Round the Corner

Use the push-pull steering method to turn the wheel smoothly to the right, navigating the arc of the turn.

14. Steer into Appropriate Lane

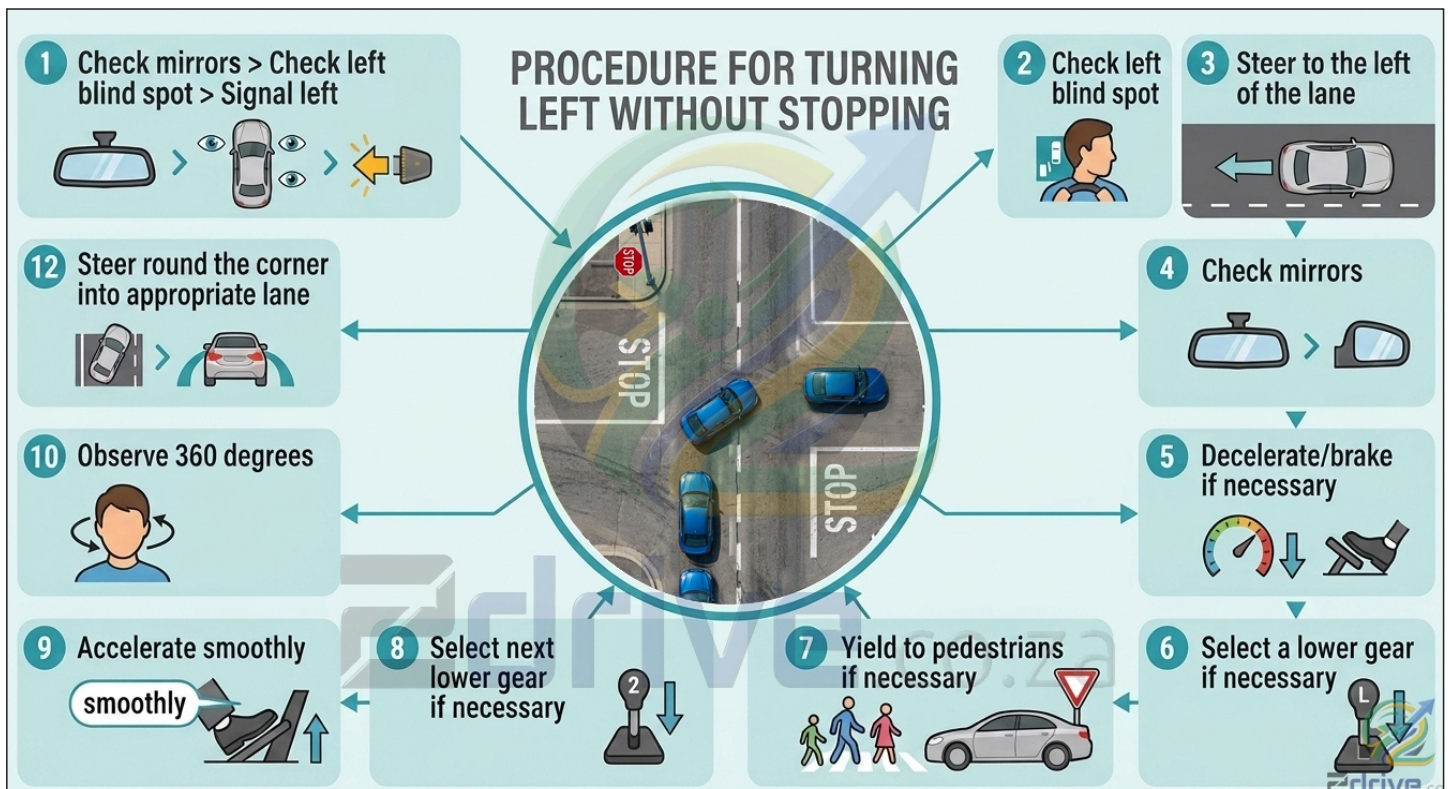
Aim your vehicle cleanly into the designated receiving lane on the new road (typically the left-hand lane unless specified otherwise by road markings).

15. Accelerate as Necessary

As the steering wheel begins to straighten, gradually increase pressure on the accelerator pedal.

16. Cancel Signal

Check that your right indicator has switched off. If it remains active, manually cancel it.



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INTERSECTIONS AND VEHICLE ENTRANCES - PROCEEDING STRAIGHT AHEAD

Approaching an intersection or vehicle entrance requires concentration, good observation, and proper speed control.

Drivers must always be prepared for unexpected hazards such as cross-traffic, pedestrians, cyclists, or vehicles entering the roadway.

Following the correct procedure helps ensure safety and smooth traffic flow.

Following these steps**1. Check Mirrors**

Before approaching the intersection or vehicle entrance, check your rear-view and side mirrors. This helps you stay aware of surrounding traffic and understand the position of vehicles behind and beside you.

2. Before Entering the Intersection, Check Left and Right for Cross-Traffic

As you approach the intersection, carefully look left and right for any approaching vehicles, motorcycles, cyclists, or pedestrians.

3. Check Ahead for Approaching Traffic

Keep your eyes focused ahead and scan the road for developing hazards or changing traffic conditions.

4. Select the Appropriate Gear

Choose the correct gear before entering the intersection.

5. Proceed if Safe to Do So

Only continue through the intersection when it is safe.

6. When Leaving the Intersection, Observe 360 Degrees and Check Mirrors

After passing through the intersection, continue scanning your surroundings.





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MOVING OFF AFTER STOPPING

Mastering the ability to move off smoothly and safely from a stationary position is a fundamental driving skill. Whether you are starting from the side of the road or pulling away at an intersection, following this systematic procedure ensures you keep yourself and other road users safe.

The Step-by-Step Procedure

1. Select first gear

Depress the clutch pedal fully and move the gear lever into first gear. Ensure your foot remains firmly on the brake pedal if you are on a slope to prevent rolling.

2. Obtain clutch control

Slowly bring the clutch pedal up to the "biting point" (where the engine and transmission engage). You will feel the car dip slightly or the engine sound change. Hold the clutch steady at this point.

3. Check the mirrors

Look in your rearview and side mirrors to assess the traffic situation behind and around your vehicle.

4. Check blind spots

Turn your head to check your blind spots (over your shoulders) to ensure there are no cyclists, pedestrians, or other vehicles that aren't visible in your mirrors.

5. Check for cross-traffic

Look left and right to ensure the path ahead is clear and that no vehicles are approaching from intersecting roads.

6. Release parking brake if safe to move and intersection is clear

Once you have confirmed that your surroundings are completely safe and the intersection is clear, release the handbrake (parking brake).

7. Move off

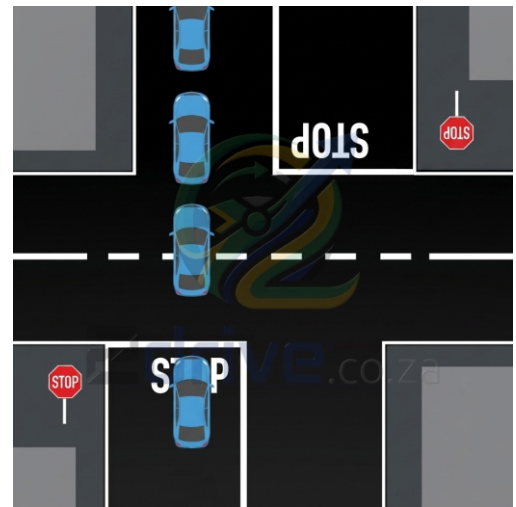
Gently ease your foot off the clutch pedal while simultaneously pressing down lightly on the accelerator to begin moving forward.

8. Accelerate smoothly

Gradually apply more pressure to the accelerator to build up speed smoothly, matching the flow of traffic.

9. Check mirrors

Once you are moving and established in your lane, check your mirrors once more to ensure the traffic situation behind you remains safe.



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INTERSECTIONS – YIELD SIGNS

Approaching an intersection with a yield sign requires a high level of situational awareness.

Unlike a stop sign, you are not always required to come to a complete halt, but you must be prepared to give way to all cross-traffic, oncoming traffic, and pedestrians.

Phase 1: The Approach

Before you even reach the intersection, you need to assess your surroundings and control your speed.

1. Check the rearview mirror

Always check your mirrors early to understand the traffic situation behind you. This helps you determine how smoothly or quickly you need to slow down.

2. Scan the intersection

On approach, actively scan the environment. Look right, then left, then right again, and finally straight ahead.

You are scanning for cross-traffic, oncoming vehicles turning into your path, and pedestrians crossing the road.

3. Decelerate/brake if necessary

Ease off the accelerator and apply the brakes smoothly to reduce your speed, allowing you more time to observe the intersection.

4. Select appropriate gear

Shift into a lower gear that matches your reduced speed. This ensures you maintain full control of the vehicle and can quickly accelerate if the intersection is clear.



Phase 2: Assess and Decide

Once you reach the yield line, you must decide whether it is safe to maintain momentum or if you need to stop.

5. Proceed if safe to do so

If the intersection is completely clear, there are no pedestrians, and you have a safe gap in traffic, you may smoothly proceed through without stopping.

6. If necessary, stop before the broken yield line

If there is oncoming traffic or pedestrians, you must come to a complete stop before the broken white yield line painted on the road surface to give way.



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INTERSECTIONS – YIELD SIGNS. continue**Phase 3: Securing the Vehicle (If Stopped)**

If traffic required you to come to a stop, you must safely secure your vehicle while you wait for a safe gap.

7. Apply the parking brake

Once stationary, engage your handbrake (parking brake) to keep the vehicle secure and prevent rolling.

8. Select neutral (or 'P' if applicable)

Shift the gear lever into Neutral (or Park for automatic vehicles) to rest your feet and prevent accidental vehicle movement.

Phase 4: Moving Off Safely

When a safe gap in traffic opens up, follow these steps to clear the intersection.

9. Select an appropriate gear

Depress the clutch and select first gear (or shift back into Drive for an automatic).

10. Perform a 360-degree observation

Before moving, do a full safety check. Look ahead, check all mirrors, and check your blind spots to ensure no new hazards (like cyclists or pedestrians) have entered your path.

11. Release the parking brake

Once you confirm the environment is completely clear, release the handbrake.

12. Move off if safe to do so

Balance your clutch and accelerator smoothly to enter the intersection and safely continue your journey.



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Steady Red Traffic Lights

A steady red traffic light means you must come to a complete stop and wait until the light turns green before proceeding.

You may not drive through a red light unless instructed to do so by a traffic officer.

If a flashing green arrow appears together with a steady red light, you may proceed only in the direction indicated by the arrow.

However, you must still give way to,

- Pedestrians crossing the road legally
- Cyclists
- Vehicles already within the intersection
- Oncoming traffic where applicable

Correct Procedure

1. Check the rearview mirror

Before slowing down, check your rear-view mirror to observe traffic behind you.

This helps you determine whether it is safe to reduce speed and stop.

2. Decelerate and Brake Smoothly

Gradually reduce speed by easing off the accelerator and applying the brakes smoothly.

Avoid harsh braking unless it is an emergency situation.

3. Stop Completely

Bring the vehicle to a complete stop behind:

The stop line

Pedestrian crossing

Traffic light line marking

4. Apply the Parking Brake if Necessary

If you will be stationary for an extended period, especially on an incline, apply the parking brake (handbrake).

5. Select Neutral or "P" if Necessary

Depending on the type of vehicle and the waiting time.

GUIDE TO CORRECT PROCEDURE AT A STEADY RED TRAFFIC LIGHT

HOW TO STOP AT A RED LIGHT: A STEP-BY-STEP PROCEDURE

- 1. CHECK THE REAR-VIEW MIRROR**
Before slowing down, check your rear-view mirror to observe traffic behind you.
DETERMINES WHETHER IT IS SAFE TO REDUCE SPEED AND STOP.
- 2. DECELERATE AND BRAKE SMOOTHLY**
Gradually reduce speed. EASING OFF ACCELERATOR. AVOID HARSH BRAKING unless it is an emergency.
GOOD BRAKING TECHNIQUE DEMONSTRATES:
• Vehicle control • Awareness • Smooth driving habits.
- 3. STOP COMPLETELY**
Bring the vehicle to a complete stop behind:
• The stop line
• Pedestrian crossing
• Traffic light line marking.
Keep both hands on the steering wheel while stopped.
- 4. APPLY THE PARKING BRAKE IF NECESSARY**
If stationary for an extended period, especially on an incline.
PREVENTS ROLLING
REDUCES DRIVER FATIGUE
IMPROVES VEHICLE STABILITY
- 5. SELECT NEUTRAL OR "P" IF NECESSARY**
Depending on the type of vehicle and the waiting time.

IMPORTANT: Rolling slowly forward without fully stopping is considered an incomplete stop and may result in penalties.

FOLLOW THE CORRECT PROCEDURE TO MAINTAIN CONTROL AND ENSURE SAFETY AT RED LIGHTS

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STEADY GREEN TRAFFIC LIGHTS

A green traffic light or green arrow indicates that you may proceed through the intersection in the direction shown. However, having a green light does not automatically give you unrestricted right of way.

You must still,

- Observe traffic conditions carefully
- Give way to pedestrians crossing legally
- Watch for vehicles already inside the intersection
- Remain alert for approaching hazards

A driver should never assume that all other road users will obey traffic signals. Always proceed with caution and good observation.

Correct Procedure

1. Check the rearview mirror

Before approaching or proceeding through the intersection, check the rear-view mirror.

This helps you,

- Monitor traffic behind you
- Assess following distance
- Prepare for braking or slowing down if necessary

2. Observe the Intersection Properly

As you approach the intersection,

- Look Right
- Look Left
- Right again
- Straight ahead

3. Check the Blind Spot

Check the appropriate blind spot before changing position or proceeding if necessary.

- Changing lanes near the intersection
- Turning at the intersection
- Passing cyclists or motorcycles

4. Position the Vehicle Correctly

Keep the vehicle properly positioned within your lane.



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STEADY GREEN TRAFFIC LIGHTS. CONTINUE

5. Check the Rear-View Mirror Again

Before braking or adjusting speed, recheck the rear-view mirror.

6. Brake if Necessary

Even with a green light, you may need to slow down or brake.

7. Select the Appropriate Gear

Choose the correct gear based on,

- Vehicle speed
- Road conditions
- Traffic flow

8. Observe 360 Degrees

Continue scanning all around the vehicle.

- Check:
- Ahead
- Side mirrors
- Rear-view mirror
- Blind spots
- Pedestrian activity

GUIDE TO CORRECT PROCEDURE AT A GREEN TRAFFIC LIGHT

HOW TO PROCEED AT A GREEN LIGHT: A STEP-BY-STEP DEFENSIVE DRIVING GUIDE

1. CHECK THE REAR-VIEW MIRROR



Before approaching or proceeding through the intersection, check the

- Monitor traffic behind you
- Assess following distance
- Prepare for braking or slowing down if necessary

Good mirror observation is an important part of safe driving and the K53 driving test.

2. OBSERVE THE INTERSECTION PROPERLY

As you approach the intersection:
Look: Right, Left, Right again, Straight ahead.

This observation sequence helps identify:

- Cross traffic
- Pedestrians
- Cyclists
- Emergency vehicles
- Vehicles that may ignore the red light

Never enter an intersection blindly, even if your light is green.

Never enter an intersection blindly, even if your light is green.

Even with a green light, you may need to slow down or brake.

Reasons may include:

- Congested traffic
- Pedestrians crossing
- Vehicles blocking the intersection
- Unsafe road conditions

Always adjust speed according to the situation.

APPLY BRAKES AS NEEDED

3. CHECK THE BLIND SPOT



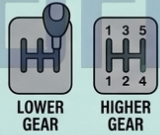
Check the appropriate blind spot

Especially important when:

- Changing lanes near the intersection
- Turning at the intersection
- Passing cyclists or motorcycles

A blind spot check improves awareness and helps prevent collisions.

7. SELECT THE APPROPRIATE GEAR



Choose the correct gear based on:

- Vehicle speed
- Road conditions
- Traffic flow

General guideline:

- Lower gears for slower
- Higher gears for smoother acceleration

Proper gear selection improves vehicle control and fuel efficiency.

5. CHECK THE REAR-VIEW MIRROR AGAIN



Before braking or adjusting speed, recheck the rear-view mirror.

This allows you to:

- Monitor approaching vehicles
- Avoid sudden braking hazards
- Make safer driving decisions

Continuous observation is a key defensive driving skill.

8. STOP IF NECESSARY



You must stop if:

- The intersection is blocked
- A pedestrian is crossing
- Traffic conditions are unsafe
- An emergency vehicle requires right of way

Never enter an intersection unless you can clear it safely.

FOLLOW THE CORRECT PROCEDURE TO MAINTAIN AWARENESS AND ENSURE SAFETY AT GREEN LIGHTS

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FLASHING YELLOW TRAFFIC LIGHTS

A flashing amber traffic light indicates that you may proceed through the intersection with caution. Unlike a green light, a flashing amber signal does not give you automatic right of way.

You must.

- Reduce speed if necessary
- Carefully observe the intersection
- Give way to pedestrians crossing legally
- Yield to vehicles already within or approaching the intersection
- Proceed only when it is safe to do so
- A flashing amber light warns drivers to be alert and prepared to stop if conditions become unsafe.

Steady Yellow Traffic Lights

A steady amber traffic light warns drivers that the traffic signal is about to change to red.

When a steady amber light appears, the driver must prepare to stop and bring the vehicle to a smooth, controlled stop behind the stop line.

However, if the vehicle is already so close to the stop line when the amber light appears that stopping safely may cause danger or result in harsh braking, the driver may proceed through the intersection with caution.

A steady amber light should never be treated as a signal to accelerate through the intersection.

Understanding the Purpose of the Amber Light

The amber light serves as a warning phase between,

- Green and red traffic lights
- Safe movement and stopping conditions

Its purpose is to,

- Alert drivers to prepare to stop
- Improve traffic flow
- Reduce sudden braking
- Help prevent collisions at intersections
-

Drivers must always respond calmly and safely when approaching an amber light.

Correct Driver Response to a Steady Amber Light

1. Check the Rear-View Mirror.
2. Assess Your Distance From the Stop Line.
3. Decelerate Smoothly.
4. Stop Behind the Stop Line.
5. Select the Appropriate Gear.
6. Proceed With Caution if Too Close to Stop Safely.





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TRAFFIC CIRCLE OR ROUNDABOUT

Traffic circles and mini circles are both types of intersections designed to improve traffic flow and reduce collisions.

Although they operate in a similar way, there are important differences in their size, design, and the rules that apply to them.





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TRAFFIC CIRCLE OR ROUNDABOUT. CONTINUE**Entering a traffic circle and leaving at the first exit**

1. Check mirrors
2. Check the left blind spot
3. Signal to the left
4. Check the mirrors
5. Reduce speed and then select suitable gear
6. Check for traffic in the circle
7. Check the left blind spot
8. Enter traffic circle
9. Check left blind spot
10. Exit traffic circle
11. Cancel signal
12. Check the mirrors
13. Accelerate





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TRAFFIC CIRCLE OR ROUNDABOUT. CONTINUE

Entering a traffic circle and leaving at the third or fourth exit.

1. Check mirrors
2. Reduce speed/brake
3. Check for any traffic within the circle
4. Reduce speed/brake
5. Check for traffic in the circle
6. Indicate your intention
7. Check the left blind spot
8. Enter traffic circle only when it is safe
9. Remain in your lane until you get to your exit point
10. Exit traffic circle
11. Cancel signal.
12. Check the mirrors





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TURNING LEFT AT A MINI CIRCLE

Turning left at a mini circle requires good observation, proper signalling, speed control, and correct vehicle positioning.

Drivers must approach cautiously, give way where necessary, and navigate around the mini circle safely while maintaining full control of the vehicle.

A mini circle is designed to improve traffic flow and reduce collisions at intersections. Even though traffic may move continuously, drivers must still be prepared to stop if required.

Correct Procedure for Turning Left at a Mini Circle

1. Check mirrors
2. Check the left blind spot
3. Signal left
4. Check the mirrors
5. Reduce speed, brake and then select suitable gear
6. Check for cross traffic in the circle
7. Check the left blind spot again
8. Enter traffic circle
9. Check left blind spot
10. Turn Left Safely
11. Cancel signal.
12. Check the mirrors





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TURNING RIGHT AT A MINI CIRCLE**Correct Procedure for Turning Right at a Mini Circle.**

1. Check mirrors
2. Check the right blind spot
3. Signal left
4. Check the mirrors
5. Reduce speed, brake and then select suitable gear
6. Check for cross traffic in the circle
7. Check the left blind spot again
8. Enter, keeping to the left of the Mini Circle
9. Check right blind spot
10. Turn right Safely
11. Cancel signal.
12. Check the mirrors





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APPROACHING AND CROSSING A PEDESTRIAN CROSSING

Pedestrian crossings are designated areas where pedestrians have the legal right of way. Drivers must approach every pedestrian crossing with caution, reduce speed when necessary, and be prepared to stop at any time.

Correct Driving Procedure

1. Check the Rear-View Mirror.

Before reducing speed or stopping, check your rear-view mirror to assess the position of vehicles behind you.

This helps ensure that you can slow down safely without creating a hazard for following traffic.

2. Scan for Pedestrians

As you approach the pedestrian crossing, carefully look to the left and then to the right for,

- Pedestrians already crossing the road.
- Pedestrians waiting at the side of the road.
- Pedestrians who may be intending to cross.
- Children, elderly persons, or individuals who may move unexpectedly.

3. Reduce Speed if Necessary

Ease off the accelerator and apply the brakes smoothly if required. Always adjust your speed according to,

- Traffic conditions.
- Pedestrian activity.
- Weather and visibility conditions.
- Road surface conditions.

4. Select an Appropriate Gear

If your speed decreases significantly, select a lower gear to maintain better vehicle control and be prepared to stop if necessary.

5. Proceed Only if Safe

Continue through the pedestrian crossing only when,

- No pedestrians are crossing.
- No pedestrians are about to enter the crossing.
- The crossing area is completely clear.



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APPROACHING AND CROSSING A PEDESTRIAN CROSSING CONTINUE**6. Stop When Required**

If a pedestrian is crossing or intends to cross, stop your vehicle before reaching the crossing and allow the pedestrian to pass safely.

7. Secure the Vehicle if Stationary

If you need to remain stopped for an extended period,

- Apply the parking brake where appropriate.
- Keep the vehicle under control at all times.

8. Select Neutral or Park if Necessary

If the stop is prolonged,

- Manual transmission vehicles may be placed in Neutral.
- Automatic transmission vehicles may be placed in Park (P) when appropriate.

9. Prepare to Move Off

Before moving again, select the correct gear for the intended speed and traffic conditions.

10. Perform a 360-Degree Observation

Conduct a full observation around the vehicle by,

- Looking ahead.
- Checking all mirrors.
- Checking blind spots where necessary.
- Monitoring pedestrians and other road users.

11. Release the Parking Brake

Release the parking brake smoothly while maintaining full control of the vehicle.

12. Move Off Safely

Proceed only when,

- The crossing is clear.
- There are no pedestrians entering the crossing.
- It is safe to merge with the flow of traffic.

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LEVEL CROSSING - GUARDED

A guarded level crossing is a railway crossing controlled by warning devices such as boom gates, barriers, flashing lights, bells, or railway personnel. These safety measures are designed to warn road users of approaching trains and to prevent vehicles from crossing when it is unsafe to do so.

iving Procedure for a Guarded Level Crossing

1, Check the Rear-View Mirror.

Before slowing down, check your rear-view mirror to assess traffic conditions behind you. This helps ensure that you can reduce speed safely without creating a hazard for following vehicles.

2, Observe for Rail Traffic

As you approach the level crossing, look to the right and then to the left along the railway line for,

- Approaching trains.
- Railway maintenance vehicles.
- Warning lights or signals.
- Railway personnel controlling traffic.
- Lowering or lowered boom gates.

3. Reduce Speed if Necessary

Ease off the accelerator and apply the brakes smoothly if required. Always adjust your speed according to,

- Traffic conditions.
- Weather and visibility conditions.
- Road surface conditions.

4. Select an Appropriate Gear

If your speed decreases significantly, select a lower gear to maintain better vehicle control and be prepared to stop if necessary.

5. Proceed Only if Safe

Continue towards the crossing only when,

- The crossing is clear.
- Warning lights are not flashing.
- Railway personnel indicate that it is safe to proceed.



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LEVEL CROSSING - GUARDED. CONTINUE**6. Stop When Required**

You must stop if,

- A stop sign is present.
- Warning lights are flashing.
- Boom gates are lowered or are in the process of lowering.
- A railway official instructs you to stop.
- A train is approaching.
-

7. Secure the Vehicle if Stationary

If you need to remain stopped for an extended period,

- Apply the parking brake where appropriate.
- Keep the vehicle under control at all times.
-

8. Select Neutral or Park if Necessary

If the stop is prolonged,

- Manual transmission vehicles may be placed in Neutral.
- Automatic transmission vehicles may be placed in Park (P) when appropriate.
-

9. Prepare to Move Off

Before moving again, select the correct gear for the intended speed and traffic conditions.

10. Perform a 360-Degree Observation

Conduct a full observation around the vehicle by,

- Looking ahead.
- Checking all mirrors.
- Checking blind spots where necessary.
- Monitoring pedestrians and other road users.
-

11. Release the Parking Brake

Release the parking brake smoothly while maintaining full control of the vehicle.

12. Move Off Safely

Proceed only when,

- The crossing is clear.
- Cross the tracks without stopping or changing gears.
- Continue to monitor the road environment after clearing the crossing.



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OVERTAKING - TO THE LEFT OR RIGHT OF A HAZARD

A hazard is any stationary or slow moving obstruction that partially blocks your lane, such as a parked vehicle, broken-down vehicle, roadworks, debris, refuse collection vehicle, cyclist, or any other obstacle that requires you to adjust your position on the road.

When passing a hazard on its left or right hand side, the driver must maintain effective observation, position the vehicle correctly, and ensure a safe clearance between the vehicle and the hazard while complying with all traffic signs, signals, and road markings.

Correct Driving Procedure

1. Establish a Safe Following Distance.

Maintain a safe following distance behind any vehicle ahead. This provides sufficient time and space to assess the hazard and plan your actions safely.

2. Observe Traffic Signs and Road Markings.

Check for any road signs, lane markings, traffic signals, or restrictions that may affect your ability to move left or pass the hazard safely.

Always ensure that your intended path is legal and safe.

3. Check the Blind Spot

Before moving closer to the left or right side of the roadway, check the blind spot for,

- Cyclists.
- Motorcyclists.
- Pedestrians.
- Other vehicles that may be travelling alongside you.

4. Position the Vehicle for Maximum Visibility.

Steer smoothly towards the left side of your lane without moving further than necessary.

Positioning the vehicle correctly improves your view of,

- The hazard ahead.
- Oncoming traffic (if applicable).
- Pedestrians and cyclists.
-

5. Check Mirrors and Blind Spot

Before changing your road position, check,

- Rear-view mirror.
- Left and Right side mirror.
- Left and Right blind spot.



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OVERTAKING - TO THE LEFT OR RIGHT OF A HAZARD. CONTINUE**6. Signal Your Intention**

Activate the appropriate indicator to inform other road users of your intention to move left or right and pass the hazard.

Early signaling gives surrounding road users sufficient warning of your intended actions.

7. Recheck the Rear-View Mirror

Perform a final mirror check to monitor traffic behind you and identify any vehicles that may be overtaking or approaching rapidly.

8. Reduce Speed if Necessary

Reducing speed may be required when,

- Space around the hazard is limited.
- Visibility is restricted.
- Traffic conditions are heavy.

9. Select an Appropriate Gear

If speed is reduced significantly, select a gear that provides good vehicle control and allows smooth acceleration after passing the hazard.

10. Check the Blind Spot Again

Before steering further left or Right, perform a final blind spot check to ensure that no road user has entered the area alongside your vehicle.

11. Pass the Hazard Safely

When safe to do so,

- Steer further left if necessary.
- Maintain a safe lateral clearance between your vehicle and the hazard.
- Pass the hazard smoothly without sudden steering movements.
- Keep observing the road ahead and surrounding traffic.
-

12. Cancel the Signal

Once you have safely passed the hazard and no further lateral movement is required, cancel the indicator if it has not cancelled automatically.

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FREEWAYS – ENTERING A FREEWAY.

Entering a freeway safely requires good observation, correct speed adjustment, and smooth merging with fast-moving traffic.

Drivers must use the acceleration lane effectively and merge only when a safe gap becomes available.

Procedure for Entering a Freeway**1. Select the Appropriate Lane on the On-Ramp.**

Position the vehicle in the correct lane as you approach the freeway entrance. Follow all road signs, lane markings, and directional arrows.

2. Check the Mirrors.

Check the rear-view mirror and side mirrors to assess traffic behind and around your vehicle.

3. Check the Appropriate Blind Spot.

Perform a blind spot check in the direction of the intended merge to ensure no vehicle is hidden from view.

4. Signal Your Intention.

Activate the indicator early to inform other road users that you intend to merge onto the freeway.

5. Accelerate if Necessary.

Use the acceleration lane to increase speed and match the speed of traffic already travelling on the freeway.

6. Recheck the Mirrors.

Continue monitoring traffic conditions around you and identify a suitable gap in the traffic flow.

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FREEWAYS – ENTERING A FREEWAY. CONTINUE**7. Decelerate if Necessary**

If traffic conditions do not permit immediate merging, reduce speed appropriately while maintaining vehicle control.

8. Brake if Necessary

Apply the brakes smoothly if additional speed reduction is required.

9. Stop if Necessary

If no safe gap is available and road conditions require it, stop at the yield line or before entering the freeway.

10. Yield if Necessary

Traffic already travelling on the freeway generally has the right of way.
Be prepared to yield to vehicles in the freeway lane.

11. Select the Appropriate Gear

Choose a gear that allows smooth acceleration and effective control of the vehicle when moving into traffic.

12. Observe 360 Degrees

Continuously scan the driving environment by,

- Looking well ahead.
- Checking all mirrors.
- Monitoring traffic behind and beside the vehicle.
- Performing blind spot checks where necessary.
- Identifying potential hazards.



Penalty points allocation	L	R
Check the mirrors	3	3
Check the blind spot	5	5
Signal intention	5	5
Signal Cancelled	4	4
Keeping a clear space	5	5

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FREEWAYS – EXITING A FREEWAY.

Exiting a freeway safely requires good planning, observation, and correct lane positioning. Drivers should identify their exit well in advance, move into the correct lane early, and maintain a steady speed while leaving the freeway.

**Procedure for Exiting a Freeway****1. Check Your Mirrors.**

Scan the rear-view mirror and side mirrors to assess traffic conditions around your vehicle. Be aware of vehicles approaching from behind or travelling in adjacent lanes.

2. Check the Blind Spot.

Look over your shoulder in the direction of the lane change to ensure no vehicle, motorcycle, or cyclist is travelling in your blind spot.

3. Signal Your Intention.

Activate your indicator well in advance to inform other road users that you intend moving into the exit lane.

4. Maintain Your Speed.

Continue travelling at the speed of the traffic flow while preparing to move into the exit lane. Avoid slowing down on the main carriageway unless necessary.

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FREEWAYS – EXITING A FREEWAY. CONTINUE**5. Check Both Blind Spots.**

Before changing lanes, perform a final check of the blind spots to ensure the path is clear and safe.

6. Maintain Speed While Changing Lanes.

Move smoothly into the exit lane without sudden steering movements. Keep a safe following distance from vehicles ahead.

7. Enter the Off-Ramp

Position your vehicle correctly within the off-ramp lane. Stay centred in the lane and remain alert for advisory speed signs and changes in road conditions.

8. Cancel the Signal

Once the lane change has been completed and you are fully established on the off-ramp, cancel the indicator if it has not cancelled automatically.

9. Check Mirrors Again

Continue monitoring traffic behind and around you. Other vehicles may also be entering the off-ramp or adjusting their speed.

10. Decelerate if Necessary

Reduce speed only after entering the off-ramp and when conditions require it. Follow the posted advisory speed signs and adjust your speed according to traffic, weather, and road conditions.



Penalty points allocation	L	R
Check the mirrors	3	3
Check the blind spot	5	5
Signal intention	5	5
Signal Cancelled	4	4
Keeping a clear space	5	5

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PROCEDURE WHEN PASSING AN OFF-RAMP OR ON-RAMP.

You will be penalised for not checking the blind spots when passing an OFF or ON RAMP.

**1. Check the Right Blind Spot.**

Before passing an off-ramp, quickly check the blind spot to the right.

Be alert for,

- Vehicles suddenly moving into your lane to reach an exit.
- Drivers who realize they are about to miss their off-ramp.
- Motorcycles travelling alongside your vehicle.
- Vehicles changing lanes without adequate warning.
- A right blind spot check helps you identify potential hazards that may not be visible in your mirrors.

2. Check the Left Blind Spot.

Check the blind spot to the left for vehicles that may be re-entering the freeway or crossing the painted island area.

Be alert for,

- Vehicles attempting to return to the freeway after entering an exit lane by mistake.
- Drivers crossing prohibited painted islands.
- Fast-moving vehicles changing lanes unexpectedly.
- Motorcycles travelling between lanes.
- A left blind spot check ensures you are aware of any vehicle that could move into your path unexpectedly.



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What Does This Section Cover?

- Pre-Trip Inspection
- Starting Procedure
- Skills Test

Examiner's Instructions

This test is specifically designed for solo (two-wheeled) motorcycles.
During the test, you are not permitted **to smoke or use a cell phone**.

- Before Part 1 begins, the examiner will inform you of the following requirements:
- You must perform all observations and use the appropriate signals as you would on a public road.
- You must wear a properly fastened crash helmet throughout the test.
- Both wheels must remain in contact with the road surface at all times.
- During any manoeuvre, you must not touch the boundary lines. (You will not be penalised for touching a boundary line when moving the motorcycle to the next manoeuvre.)
- All road signs, signals, traffic markings, and rules must be obeyed throughout the test.
- You must switch off the engine whenever the motorcycle is left unattended.
- Uncontrolled or dangerous actions will not be permitted.

Important

Immediately after moving off, both feet must be placed on the motorcycle's footrests.

If you feel the test is too difficult, you may stop at any stage, however, this will result in immediate failure.
To pass the test, you must successfully complete the entire test.





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Part 1

The following skills will be assessed,

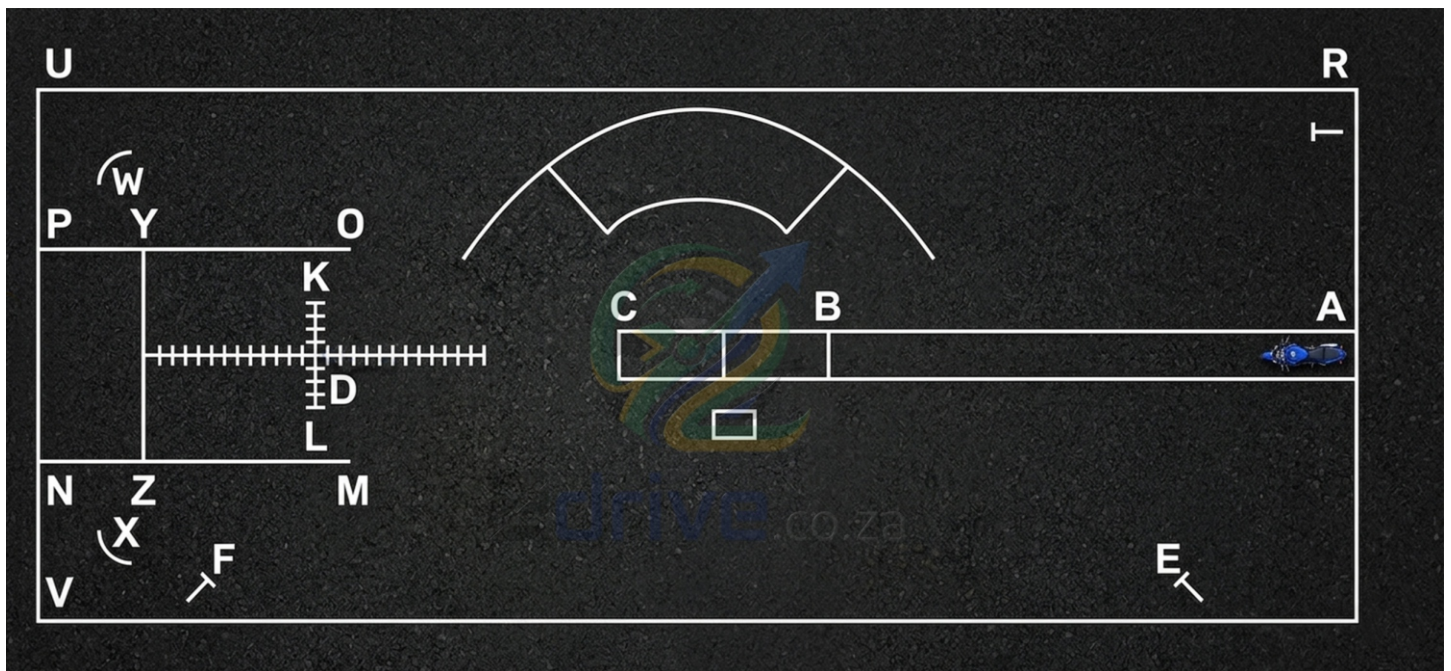
- Pre-trip inspection of the motorcycle's roadworthiness
- Starting and stopping the engine
- Speed management and clutch/throttle control
- Moving off and turning left
- Changing to the next lane
- Stopping on a line
- Moving forward on an incline without rolling backwards

Part 2

- The following advanced riding skills will be assessed:
- Turning speed judgement (both left and right turns)
- Starting and stopping the engine
- Emergency stops
- Emergency swerves (both left and right)
- Controlled stopping techniques

Key Objective

The motorcycle rider test is designed to assess your ability to operate a motorcycle safely, maintain proper control, obey road rules, and perform a range of riding manoeuvres confidently and accurately under test conditions.



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Scoring

During the test, penalty points may be awarded for any of the following,

- Violation of traffic laws or regulations
- Uncontrolled or dangerous actions
- Collisions with obstacles, vehicles, or boundary markers
- Mechanical failure of the motorcycle

Note: Accumulating penalty points may result in failure of the test, depending on the severity and number of infringements.

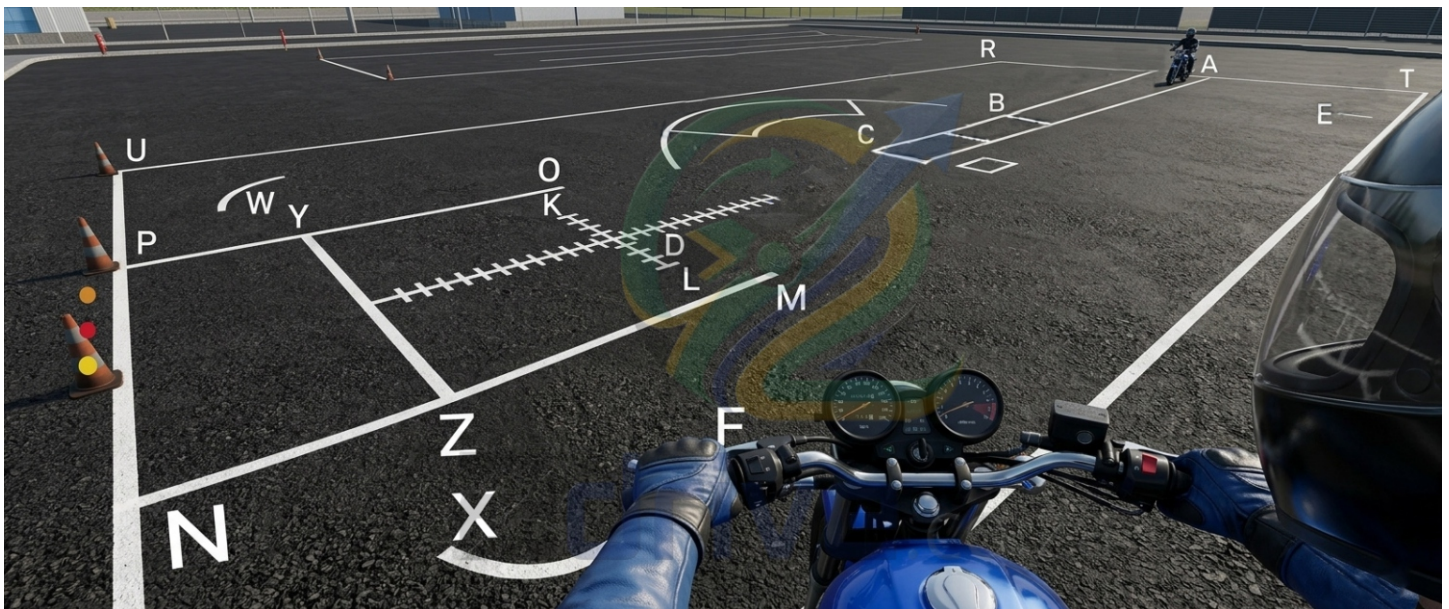
Test Track Layout

The test track consists of a series of manoeuvres designed to assess your ability to control the motorcycle safely and confidently.

Each section evaluates specific riding skills, including,

- Vehicle control and balance
- Observation and hazard awareness
- Speed management
- Turning and steering techniques
- Emergency braking and evasive manoeuvres
- Compliance with road rules and traffic signs

Candidates must complete each manoeuvre within the designated boundaries while maintaining full control of the motorcycle at all times.



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If you accumulate more than 50 penalty points, or commit any immediate-fail offence, you will fail Part 1 of the test.

Pre-Trip Inspection

The examiner will accompany you to your motorcycle, where you must carry out a complete pre-trip inspection.

- If any minor defects are found, you may be given an opportunity to correct them.
- A maximum of 5 minutes will be allowed to rectify such defects.
- If any required item is not functioning, or the motorcycle is considered unroadworthy, the examiner will immediately fail you and terminate the test.

Pre-Trip Inspection Checklist

1. Check underneath the motorcycle for any leaks, fluid spills, or obstructions.
2. Inspect the motorcycle in an anti-clockwise direction, starting at the top and working downwards, moving from left to right.
3. Ensure all glass and plastic fittings are clean, secure, and undamaged, including:
 - Lights
 - Lenses
 - Reflectors
 - Mirrors
 - Number plate
4. Confirm that the licence disc is valid and clearly displayed.
5. Inspect the wheels and tyres for,
 - Adequate tyre tread depth
 - Damage or cuts
 - Correct inflation
 - Valve caps fitted
 - Oil leaks or grease contamination
6. Check the brake discs, shock absorbers/forks, and mudguards for wear, damage, and security.
7. Inspect the vehicle controls to ensure they are secure and functioning correctly, including,
 - Gear lever
 - Foot brake
 - Brake cables
8. Check the engine oil, coolant, and brake fluid levels.




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9. Ensure all body components are secure and undamaged, including,

- Footrests
- Exhaust system
- Fuel tank
- Side covers
- Chain guard
- Seat
- Fuel tank cap
- Radiator
- Windscreen
- Fairings
- Mudguards

10. Verify that the chain is correctly adjusted and properly lubricated.

11. Ensure the fuel tank cap is securely closed.

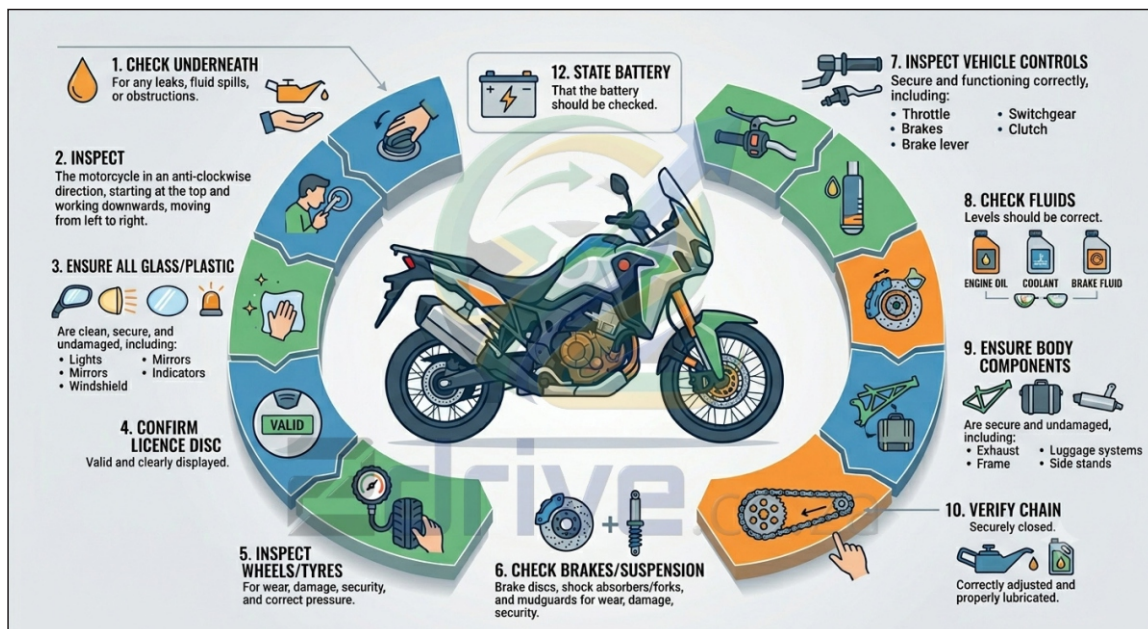
12. State that the battery should be checked for,

- Damage
- Security
- Fluid level (where applicable)

Important Notes

You will not be penalised for the following,

- Failing to perform the inspection in an anti-clockwise direction.
- Checking only one wheel and then referring to the other wheel.
- Failing to inspect both sidewalls of a tyre for damage.
- However, following the correct inspection procedure is strongly recommended to demonstrate competence and thoroughness during the test.



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MOUNT AND DISMOUNT

Side Stand Mount Procedure

1. Unlock Steering

Stand on the left-hand side of the motorcycle and unlock the steering column (if applicable).

2. Establish Control and Apply Front Brake

Firmly grasp both handgrips and immediately apply the front brake lever.

K53 Note: The front brake must remain continuously applied throughout the mounting process to prevent any rolling.

3. Mount the Motorcycle

Keeping your hands on the grips and the front brake fully engaged, balance on your left foot and carefully swing your right leg over the saddle to sit on the seat.

4. Right the Vehicle

Bring the motorcycle into a balanced, upright position and straighten the front wheel.

5. Retract the Side Stand

While maintaining strict balance and keeping the front brake firmly applied, use your left foot to return the side stand to its fully retracted and secure position.



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MOUNT AND DISMOUNT

Side Stand Dismount Procedure

1. Select Neutral and Check Stability

Ensure the motorcycle is in neutral, completely stationary, and that the ground beneath you is firm and level.

2. Deploy the Side Stand

While still seated and keeping the front brake firmly applied, fully extend the side stand with your foot.

3. Rest the Motorcycle and Turn the Wheel

Carefully lower the motorcycle onto the side stand until it rests securely. Turn the handlebars fully to the left to lock the geometry for maximum stability.

4. Execute the "360" Observation

Before moving your body to dismount, conduct a full "360" observation (checking your mirrors and blind spots) to ensure no moving traffic or hazards have approached.

5. Swing Leg Clear to Dismount

Keeping the front brake applied and your hands on the handlebars, rise from the seat, balance on your left foot, and cleanly swing your right leg over the saddle to stand on the left side of the bike.

6. Confirm Security and Release

Once both feet are on the ground, double-check that the motorcycle is completely stable before releasing the front brake lever and handgrips.

7. Engage Steering Lock

Turn the ignition key to lock the steering column (if applicable) before walking away from the vehicle.





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ON-BIKE PRE-TRIP INSPECTION

Before you can start the practical riding section of your K53 test, you must demonstrate to the examiner that you can safely operate the motorcycle's essential controls and electrical components. This inspection happens immediately after you mount the bike.

Critical Test Rule

If any required items are broken, non-operational, or the motorcycle is deemed unroadworthy, the examiner will fail you and immediately discontinue the test.

The 5-Minute Grace Period

If the examiner identifies any minor defects during this routine, you are allowed a maximum of 5 minutes to rectify them on the spot.

If you cannot fix the issue within this time limit, you will fail the test.

The Step-by-Step Procedure

To score full marks and avoid critical errors, follow this exact sequence after you have mounted the motorcycle.

1. Ignition On: Turn key to ON.

Turn the ignition switch to the ON position without starting the engine.

2. Check Dash and Gauges

Look for warnings.

Check the instrument cluster.

Ensure the warning lights illuminate and turn off normally, and verify that gauges show no malfunction indicators.





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ON-BIKE PRE-TRIP INSPECTION**3. Test Electricals and Lights**

Operate switches.

Systematically test and point out the operation of the following components to the examiner.

4. Ignition Off

Turn key to OFF.

Turn all electrical switches to the OFF position and turn the ignition key off.

5. Test Controls and Pressure

Physical function check.

Physically check the mechanical controls.

6. Check Throttle

Verify return action.

Twist the throttle grip to verify it rotates smoothly and snaps back automatically to the closed position when released.

7. Check Kick Start

If applicable, Verify the kick start lever operation by ensuring it is securely folded away and moves freely (only if your motorcycle is equipped with one).

8. Adjust Mirrors

Final rear-view check.

Physically adjust both rearview mirrors using your hands to ensure maximum rear-view vision from your seated riding position.





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STARTING AND STOPPING THE ENGINE

Once you have completed your pre-trip inspection, the examiner will instruct you to start the engine. Both starting and shutting down the motorcycle require an exact sequence of actions to avoid losing points.

Part 1: Starting the Engine Procedure.

Follow these 8 steps in precise order to start the motorcycle safely:

1. Turn on the Fuel Tap

If applicable. Turn the fuel tap / valve to the ON position (mostly applicable to older or carbureted motorcycles).

2. Ignition Switch ON

Power the dash.

Turn the ignition key to the ON position.

Verify that the dashboard illuminates and check the operation of any warning lights and meters.

3. Ensure Neutral

Check for the green light.

Ensure the transmission is in Neutral.

Confirm this by checking that the green "N" warning light is illuminated on the instrument cluster.

4. Kill Switch to RUN.

Enable power.

Switch the engine "kill" switch to the RUN or ON position.

5. Operate the Choke.

Cold starts only.

Operate the choke lever if applicable (usually required for a cold engine on carbureted models).

6. Engage the Starter.

Fire it up.

Start the engine by pressing the electric START button or by using the kick-start lever.

7. Release Starter.

Post-start check.

Release the starter button immediately once the engine fires, or ensure the kick-start lever returns smoothly back to its rest position.



1. Turn on the Fuel Tap
2. Ignition Switch ON
3. Ensure Neutral
4. Kill Switch to RUN.
5. Operate the Choke.
6. Engage the Starter.
7. Release Starter.
8. Cancel Choke.

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STARTING AND STOPPING THE ENGINE**8.Cancel Choke.**

Smooth idling.

Cancel the choke operation once the engine is idling smoothly and reaching operating temperature (if applicable).

K53 Test Tip: Attempting to start the motorcycle while it is in gear without pulling in the clutch will cause the bike to lurch forward, resulting in an immediate fail. Always double check that neutral light!

Part 2: Stopping the Engine Procedure.

When your test or a specific maneuver is complete, you must shut down the motorcycle using this exact sequence:

1.Switch Off Accessories.

Power down electricals.

Turn off all electrical accessories, including the headlights and spotlights.

2.Use the KILL Switch.

Cut the motor.

Stop the engine by flipping the engine "KILL" switch to the OFF position.

3.Ignition Key OFF.

Isolate power.

Turn the ignition key to the OFF position to entirely cut power to the instrument panel and electrical system.

4.Turn off Fuel Tap.

If applicable. Turn the fuel valve/tap to the OFF position to prevent fuel leaks or flooding.

5.Select First Gear.

Park safely.

Engage First Gear.

This is highly important when parking or stopping on an incline, as it acts as a parking brake to keep the motorcycle from rolling.

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SPEED MANAGEMENT

The Speed Management exercise tests your ability to accelerate smoothly, shift gears efficiently, and bring the motorcycle to a controlled stop at a designated point using both brakes.

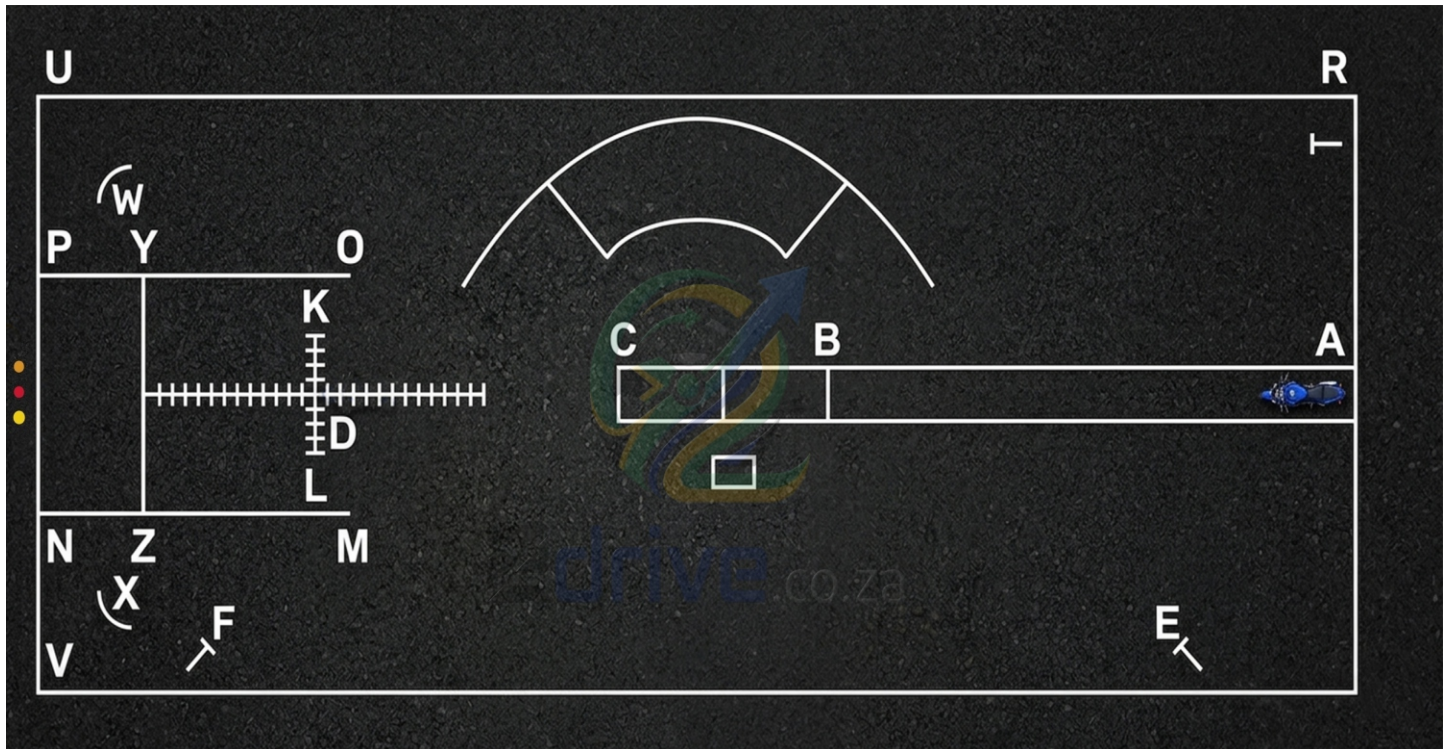
The Procedure Step-by-Step

1. Start and Move Off.

Move on command.

The examiner will instruct you to move on command from point "A" along the specified path in the direction of point "D".

You must complete this path without touching any boundary lines.



2. Gear Change Up.

Up-shift smoothly.

Accelerate and change to a higher gear.

3. Accelerate to Target Speed.

Maintain pace.

Accelerate to approximately 25 km/h and maintain a steady speed.

4. Decelerate at Point C.

Apply both brakes.

When you reach point "C", reduce your speed evenly using both the front and rear brakes together without skidding.

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SPEED MANAGEMENT**5. Gear Change Down.**

Down-shift.

Change to a lower gear.

6. Final Stop at Point D.

Precise stopping.

Bring the motorcycle to a complete stop with your front wheel positioned directly on cross point "D".

7. Stay Stationary.

Wait for instruction.

Do not move the motorcycle until the examiner has physically checked your final stopping point relative to the line.

Important Test Rules and Fail Criteria.**Boundary Violations.**

Touching any boundary lines during the run results in a penalty or immediate failure.

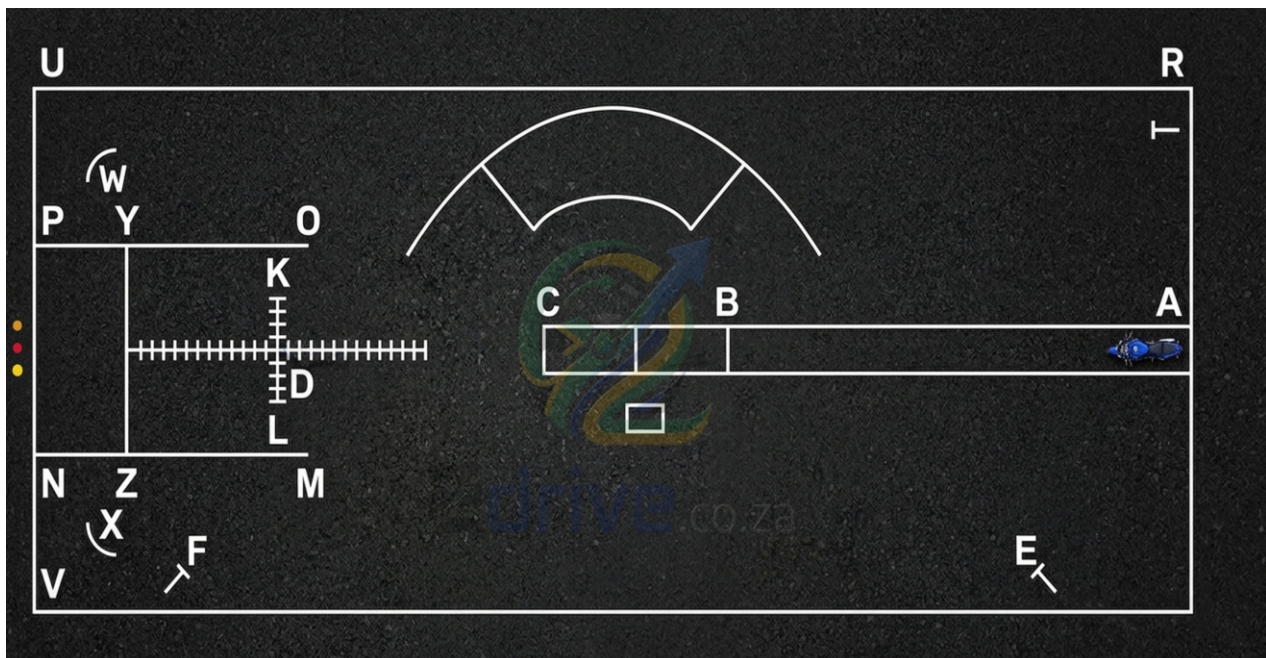
Controlled Braking: Skidding while decelerating will cost you points, always ensure a smooth, even application of both levers.

The 3-Attempt Rule for Speed and Stopping.

If you ride too slowly or fail to stop within the prescribed distance from cross point "D", the K53 criteria allows you a strict buffer.

Three Strikes Policy.

You will be allowed 3 attempts only to get the speed and stopping distance correct. If you ride too slowly or miss the stopping mark on your third attempt, you will fail the test immediately and the test will be discontinued.





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SPEED MANAGEMENT CHECKLIST

Ensure you execute these steps in exact chronological order when instructed by the examiner to begin the maneuver.

1. Observe.

Scan your surroundings.

Perform your full K53 observation routine (checking mirrors and blind spots) before initiating any movement.

2. Move Off.

Control the clutch.

Engage first gear and smoothly move off from the starting line.

3. Accelerate and Shift Up.

Gain momentum.

Accelerate cleanly along the path and change to a higher gear.

4. Avoid Boundary Lines.

Stay inside the track.

Maintain complete control of your path, do not touch or cross any boundary lines.

5. Brake at Line 'C'.

Initiate deceleration.

Apply both front and rear brakes smoothly as soon as you reach line "C".

6. Shift Down.

Prepare to stop.

Select a lower gear to keep the motorcycle stable and under control as you decelerate.

7. Precision Stop at Point 'D'.

Target the mark.

Bring the bike to a complete stop, ensuring your front wheel rests precisely on the cross point "D".

8. Maintain Balance and Hold Position.

Wait for the check.

Keep your feet planted, maintain your balance, and do not move the motorcycle forward or backward until the examiner has explicitly verified your final stopping position.

CRITICAL WARNING (Instant Fail).

When the motorcycle is meant to be completely stationary (both at the starting line and after you stop at cross point "D"), you must not allow the bike to roll backward or forward even an inch.

Allowing any uncontrolled rolling will result in an immediate FAIL, and the examiner will discontinue your test on the spot.



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MOVING OFF AND TURNING LEFT

This exercise evaluates your ability to pull away smoothly, navigate a mock intersection corner, execute a precision stop, and complete a structured turn while maintaining strict lane discipline.

The Procedure Step-by-Step

Follow this exact sequence of actions when instructed by the test examiner

1. Start at Point R.

Initial move off.

The examiner will instruct you to move off from point "R" and ride straight toward point "U".

2. Turn Left at Point U.

Intersection turn.

When you reach point "U", execute a controlled left turn.

You must navigate the bike smoothly through the corner at point "W", keeping it strictly between the inner and outer boundary lines just as you would at a real road intersection.



3. Stop Line at N.

Precision braking.

Straighten up after the turn and bring the motorcycle to a complete stop directly at the designated stop line at point "N".

4. Pull Away toward V.

Second move off.

Perform your observations, engage gear, and move off from the stop line in the direction of point "V".

5. Complete Turn at Point V.

Final turn to finish.

Turn at point "V", keeping the motorcycle strictly between the inner and outer boundary lines.

Once you exit the turn smoothly and cross point "X", the entire maneuver is officially complete.

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MOVING OFF AND TURNING LEFT

Critical Test Rules and Boundaries.

No Line Touching.

You must navigate the entire course without touching either the inner or outer boundary lines at corner "W" or corner "X".

Touching a line indicates poor spatial control and will result in a penalty or immediate test failure.

Intersection Realism.

Treat points "U" and "V" exactly like street intersections—this means proper K53 look-around observations and signals must be used before you change direction.

Moving and Turning Left Checklist

Unlike some exercises in the yard test, you are only allowed one single attempt to complete this entire maneuver successfully.

Failing to follow the exact sequence or missing a critical observation check will result in lost points or an immediate test failure.

Use this breakdown to master every required step in order:

Phase 1: Moving Off from the Start Line

1. Select First Gear.

Click down into 1st gear.

2. Obtain Clutch Control.

Find your friction point (biting point) so the bike is ready to pull away cleanly.

3. Check Mirrors.

Check your rear-view mirrors to assess conditions behind you.

4. Check Both Blind Spots.

Physically turn your head to check both your left and right blind spots.

5. Move Off.

Smoothly release the clutch and apply throttle to pull away.

6. Change to Second Gear.

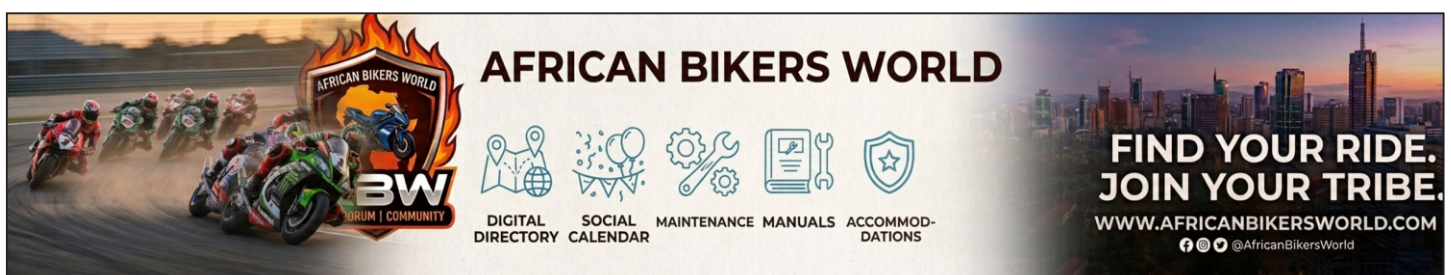
Gain momentum, pull in the clutch, and lift into 2nd gear.

10. Turn Left at Point "W".

Lean the bike smoothly and complete the turn at point "W".

11. Cancel the Indicator.

Reset your indicator switch to off as soon as you have completed the turn and straightened the bike.



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MOVING OFF AND TURNING LEFT**Phase 3: Precision Stop at Point "N"****12. Signal Your Intention to Stop.**

Activate your indicator or utilize your brake levers to signal that you are bringing the motorcycle to a halt.

13. Stop at Point "N".

Apply both brakes evenly and come to a complete, controlled stop directly at stop line "N".

Phase 4: Pulling Away from the Stop Line.**14. Select First Gear.**

Shift back down into 1st gear while stationary.

15. Obtain Clutch Control.

Bring the clutch lever back to the biting point.

16. Check Mirrors and Both Blind Spots.

Look in your mirrors and execute a physical left-and-right head check before moving.

17. Move Off Towards "V".

Pull away from the stop line in the direction of point "V".

Phase 5: The Final Turn to the Finish Line.**18. Check Mirrors and Both Blind Spots.**

Re-verify your surroundings before setting up for your final turn.

19. Signal to Turn Left.

Activate your left indicator switch.

20. Turn Left at Point "X".

Maintain lane control and ride cleanly through the turn at point "X".

21. Ride Back to Point "A".

Guide the motorcycle steadily back down the track toward the original starting area at point "A".

22. Final Stop.

Bring the motorcycle to a complete, balanced stop to successfully conclude the run.

CRITICAL REMINDER.

Keep your eyes up, execute your head turns deliberately so the examiner can see your helmet move, and ensure you do not allow the motorcycle to roll or wobble at any stationary point.

You only get one attempt to pull this sequence off perfectly!



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LANE CHANGE

The Lane Change exercise tests your ability to accelerate, upshift, and perform a controlled, sudden change of direction to the right while maintaining precise spatial awareness within strict track boundaries.

The Procedure Step-by-Step

Follow this exact sequence of actions when instructed by the test examiner

1. Start at Point A.

Move on command.

The examiner will instruct you to move off on command from point "A" along the path in the direction of point "D".

2. Accelerate and Shift Up.

Upshift smoothly.

Accelerate cleanly along the initial straight path and change to a higher gear.



3. Begin the Lane Change.

Initiate the maneuver.

Before reaching point "C", you must deliberately steer to the right and cross over the right-hand side boundary line of the straight path between "A" and "C".

4. Execute Precision Lane Change.

Navigate the target zone.

Carry out the lane change toward the right point of "D". You must navigate this transition without crossing over line "O-P" and pass strictly to the left of that line.

5. Return to the Examiner.

Once the maneuver is complete, bring the motorcycle to a controlled stop and safely return to the examiner.

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LANE CHANGE**5. Return to the Examiner.**

Conclude the run.

Once the maneuver is complete, bring the motorcycle to a controlled stop and safely return to the examiner.

Critical Track Boundaries and Line Restrictions.

To avoid failing or losing valuable points during this exercise, pay strict attention to these two track rules,

1. The Left Boundary.

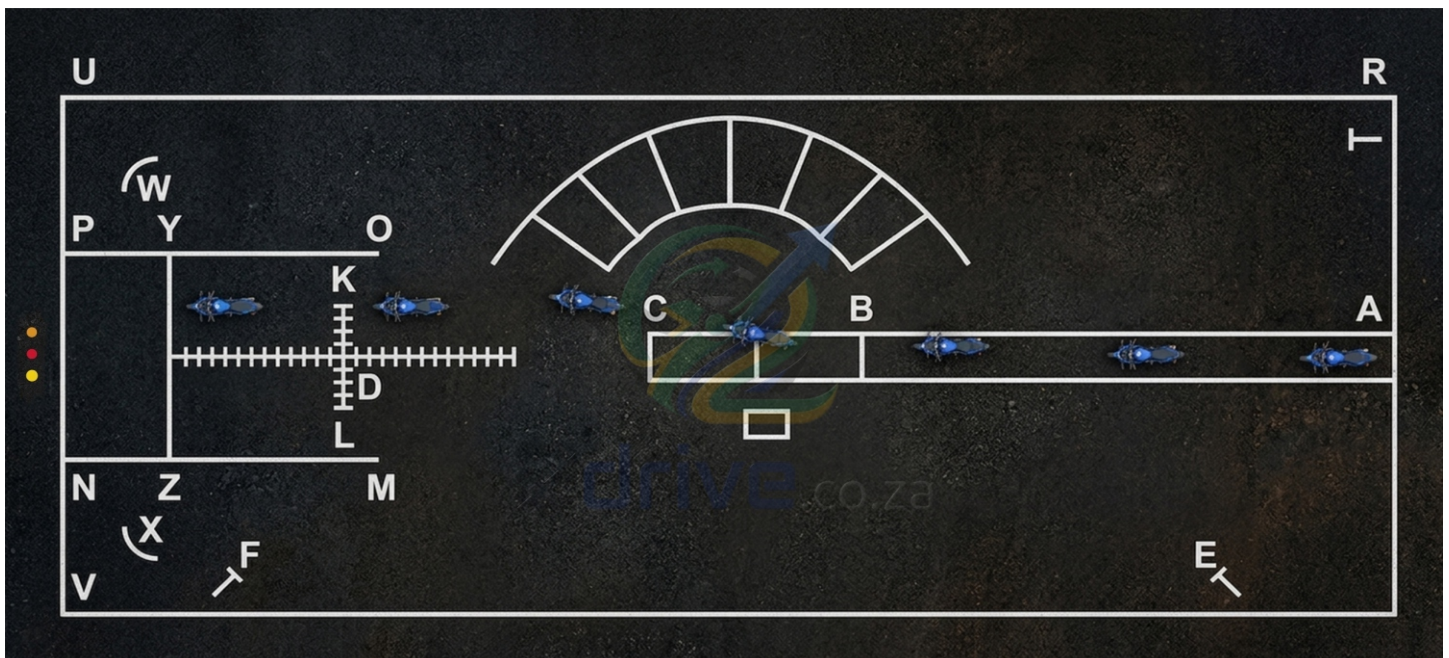
The left-hand side line of the straight path between point "A" and point "C" is a strict boundary, it may not be touched anywhere during the initial acceleration phase.

2. The Right Barrier (Line O-P).

As you swing out to the right toward point "D / K", you must keep the motorcycle positioned to the left of line "O-P". Crossing over line "O-P" will result in a penalty.

In Summary

1. Ensure that the following steps are followed for this procedure
2. Obey all the road traffic signs, signals, rules and markings
3. Check in the rear view mirrors and the appropriate blind spot
4. Steer to the selected lane if safe
5. Cancel the signal



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INCLINE START

The Incline Start evaluates your ability to bring the motorcycle to a stop on an uphill gradient and pull away smoothly without losing control, spinning the rear tire, or rolling backward

Phase 1: The Precision Stop

1. Stop on the Incline.

Ride up the ramp and come to a complete stop exactly where the examiner indicates. You must be in first gear as you stop, and you cannot let the bike slip backward at all during the transition.

2. Anchor with the Rear Brake.

Secure the stationary motorcycle on the hill by keeping your right foot firmly pressing the rear brake pedal.

Do not rely on your front brake, as your right hand needs to remain free to operate the throttle smoothly.

Phase 2: Observations and Preparations

3. Check Mirrors and Blind Spot.

Look into your rear-view mirrors and perform a physical head-turn to check the appropriate blind spot.

4. Signal Intention.

Activate your indicator if required by your specific test track layout.

5. Find Clutch Control.

Slowly ease out the clutch lever until you feel the engine find its friction point (biting point). Hold the lever steady right there so the engine is ready to fight gravity.

6. 360-Degree Observation.

Before releasing the brake, perform a full, deliberate 360-degree look-around scan to confirm the entire environment is safe.





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INCLINE START**Phase 3: Moving Off Smoothly.****7. Smooth Pull-Away.**

Balance your throttle input against a gradual release of the rear brake and clutch to move forward. You must pull away without rolling backward or lifting the front wheel off the tarmac.

8. Clean Foot Placement.

As soon as the motorcycle begins rolling forward, immediately place both feet up onto the front footrests to maintain your center of balance.

9. Progressively Accelerate.

Apply throttle smoothly as necessary to clear the incline cleanly.

10. Cancel Indicator.

Flick your indicator switch off once you have successfully completed the pull-away sequence.

Test Violations and Fail Criteria.

Minor Penalties (Points Lost) Loss of Traction: Spinning the rear wheel while trying to pull away will earn you a penalty. Showboating / Accidental Wheelies, Lifting the front wheel off the road surface during acceleration will result in lost points.

Immediate Test Failures (Instant Disqualification) Your test will be discontinued and you will fail on the spot if,

- You allow the motorcycle to roll backward at any stage.
- You allow the motorcycle to roll forward when it is legally required to remain completely stationary.



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TURNING SPEED JUDGMENT

The Turning Speed Judgment exercise evaluates your ability to corner confidently at higher speeds while maintaining a clean line through a curve without drifting wide or losing control.

The Riding Sequence.

1. Accelerate from Point E.

Move off and upshift.

On the examiner's instruction, move off from point "E" and smoothly change up into a higher gear.

2. Execute the Curve.

Maintain momentum.

Ride as fast as you can through the painted left-hand curve.

You must maintain a steady, brisk pace while keeping the motorcycle strictly within the track lanes.

3. Precision Stop at Point F.

Controlled stopping.

Exit the corner and bring the motorcycle to a complete, controlled stop at point "F".

4. Repeat in Reverse Direction.

Reverse course.

Turn the motorcycle around and repeat the identical test routine from point "F" back to the start in the opposite direction.

Boundary Rules and The 2-Attempt Buffer.

Zero-Tolerance Lines.

You must navigate the entire painted curve without touching any boundary lines.

Additionally, when bringing the motorcycle to a halt at point "F", you must not touch the outer boundary line.

The Speed Rule.

If you ride too slowly through the curve, the examiner will penalize the run. However, you are permitted a maximum of two attempts only to achieve the required speed, provided you did not touch or cross any boundary lines during your first run.

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TURNING SPEED JUDGMENT

Essential Procedure

To successfully complete this exercise, you must execute the following sequence with precision and control.

1. 360-Degree Observation.

Before initiating any movement, perform a full 360-degree observation of the area to ensure the path is safe.

2. Move Off.

Pull away smoothly from the starting point.

3. Accelerate and Corner.

Accelerate and ride as fast as possible through the designated curve.

4. Maintain Lane Discipline.

You must not touch the curved boundary line at any point during your turn.

5. Precision Stop.

Bring the motorcycle to a complete stop at the second starting point. You must avoid touching the outer boundary line while stopping.

6. Reverse Sequence.

Once completed, repeat the entire maneuver in the opposite direction.

CRITICAL WARNING (Instant Fail)

When the motorcycle is required to be stationary, any uncontrolled rolling, whether backward or forward, will result in an immediate FAIL, and your test will be discontinued.



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EMERGENCY STOP AND SWERVE

This exercise measures your reactive control.

You will accelerate to a required speed, monitor an automated signal light matrix, and immediately execute either a controlled emergency stop or a sudden hazard-evasion swerve depending on which light illuminates.

General Exercise Rules and Target Speed

Target Velocity.

You must accelerate straight along the track and reach a minimum speed of 25 km/h before triggering the signals.

The Signal Matrix.

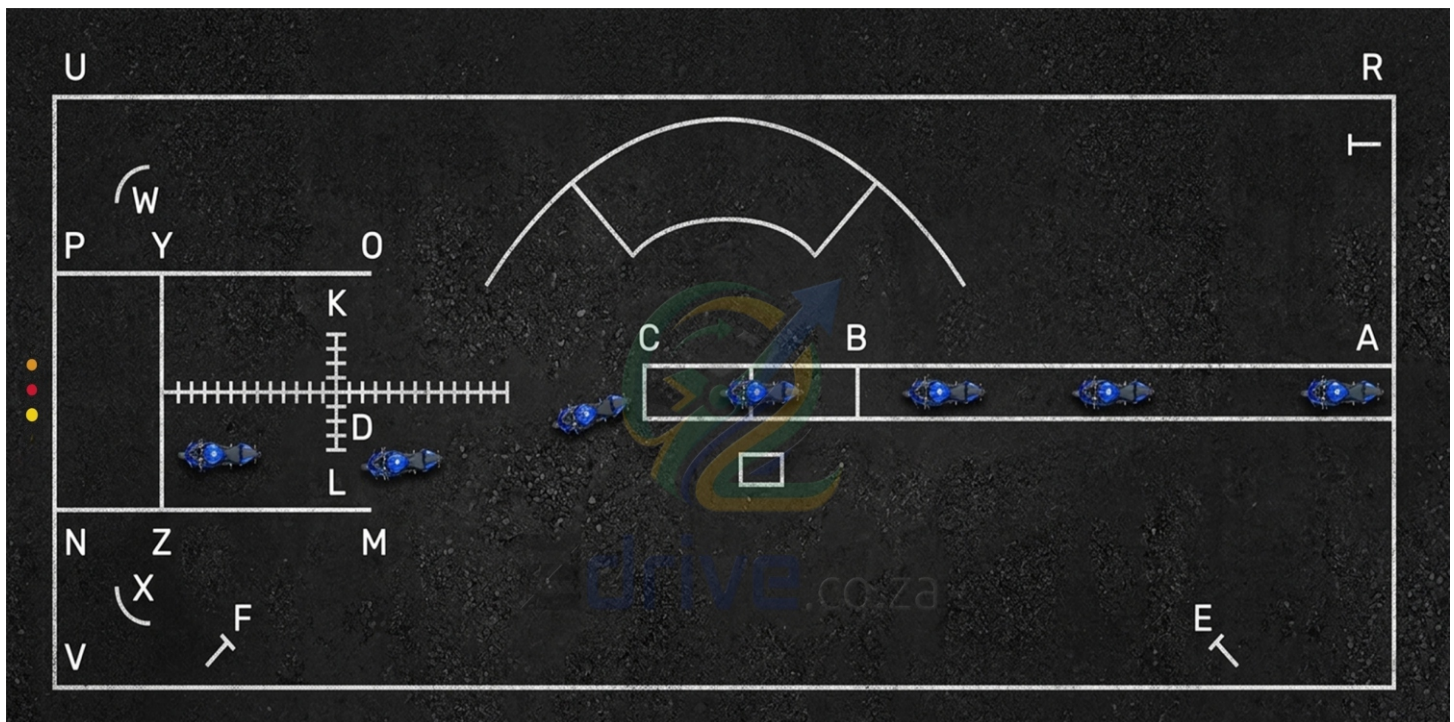
Keep your eyes forward on the light board ahead. Once your bike passes point "B", the lights will trigger in a completely random order.

Speed Buffer.

If you ride too slowly, you will only be granted a maximum of two attempts to hit the target velocity, provided you didn't touch or cross any boundary lines on your first run.

Strict Boundary Constraints.

The lines marking the straight acceleration runway between point "A" and point "C" are absolute boundaries, touching them at any point will result in a penalty.



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EMERGENCY STOP AND SWERVE

Scenario A: The Emergency Stop Procedure

If the middle (red) light illuminates on the board, you must immediately execute a maximum-efficiency stop using this exact sequence.

1. Initial Setup.

Complete a mandatory 360-degree observation before moving off on command from point "A".

2. Accelerate.

Pull away, shift up into a higher gear, and hold a steady path within the boundary lines.

3. Quick Reaction (Red Light On).

The moment the red light triggers, immediately pull in and disengage the clutch lever.

4. Simultaneous Braking.

Apply both the front and rear brakes firmly and simultaneously.

5. Controlled Stop.

Bring the motorcycle to a halt in the absolute shortest distance possible. Your front tire must not protrude past the 45th calibration mark on the track tarmac.

6. Maintain Freeze.

Keep your perfect balance and do not move or shift the motorcycle at all until the examiner has physically marked and logged your precise stopping point.

Scenario B: The Swerve Procedure

If an amber light illuminates on the board instead, you must execute a sudden lane evasion maneuver rather than stopping.

The Maneuver.

Swerve immediately in the direction indicated by the light.

Track Boundaries.

You must steer your bike completely across and beyond the calibrated track line "K-L".

The Final Stop.

Bring the bike to a safe stop before hitting the outer boundary wall, taking absolute care not to touch track lines "O-P", "M-N", or any surrounding outer boundary markings.

Point Penalties

25 Penalty Points.

Performing the swerve maneuver incorrectly or failing to clear the designated lines will result in an immediate 25-point penalty recorded against your score.

Three-Attempt Allowance.

You are permitted a maximum of three attempts in total for any single direction, provided you do not touch or cross any track boundary lines during those runs.



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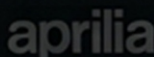
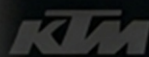
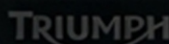
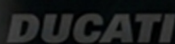
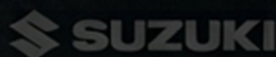
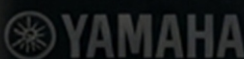
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