

## **SDM ProPass Driver Training - LGV (C1) Practical Test Advice Sheet**

To pass the driving test you must show and be courteous to all road users at all times no matter what the situation.

### **Mirrors**

The mirrors are the most important aid on the vehicle, and used correctly can keep you aware of constantly changing road situations. Use them before you move away (plus additional blind spot checks), slow down, speed up, indicate, alter course, passing any hazards (parked cars etc.) The mirrors on the vehicle are much larger than on a regular car, and therefore offer a greater view which is needed to accommodate the increased size of the vehicle and lack of acceleration / speed. One thing to remember is that your mirrors are the widest part of your vehicle, therefore if you're trying to work out whether you can get through a gap, judge the space needed on whether the mirrors will go through safely.

Observe and obey all of the road traffic signs and road markings.

Use indicators correctly.

Do not ride / cover the clutch - it is not a footrest.

### **Do Not Speed**

Keep to the speed limits when it is safe to do so. Buy, read and understand the manual that we have recommended and drive as per the highway code.

Follow this advice and you should pass your test. We are not here to teach you the highway code we are here to teach you how to drive an LGV to test standard. You will need to put 100% effort into passing the test, 99% effort will fail - we hope that you will join thousands of other people who have passed before you.

### **We Recommend You Read The Following Books**

**Driving Goods Vehicles DVSA** - You need to read chapter 6 to start with in this book, it's all about the driving skills you need to pass the test.

**Vehicle Safety Questions** - Show me, tell me questions

## **Faults The Examiner Looks For On Test**

### **On Mounting**

Fails to check handbrake is on.  
Fails to check gear is in neutral.  
Fails to check driving position for comfort.  
Fails to check driving mirrors.  
Fails to check air brake pressures.  
Fails to check door is securely shut.

### **Starting Up**

Fails to check ignition or master switch is on.  
Fails to depress clutch pedal.  
Excessive use of the starter.

### **Moving Off**

Fails to look in mirrors and check blind spot.  
Fails to give adequate signal.  
Fails to release hand brake.  
Excessive / insufficient revs.  
Obstruction of other vehicles.  
During normal driving fails to keep alert.  
Fails to keep both hands in the correct position on the steering wheel.  
Rides clutch.  
Fails to keep a safe distance from other vehicles.

### **Cornering**

Fails to take correct course.  
Fails to adopt a safe speed.

### **Turning Left Or Right**

Fails to take correct course.  
Fails to give adequate signals.  
Fails to engage appropriate gears.  
Fails to look in mirrors.  
Fails to adopt safe speed.  
Obstructs other traffic.

### **Gear Changing**

Fails to change when required.  
Crashes gears excessively, Jerks vehicle.

### **Stopping and Braking**

Fails to take course.  
Fails to look in mirrors.  
Fails to give adequate hand signals.  
Brakes violently.  
Changes gear unnecessary Labours or stalls engine.  
Fails to apply hand brake.  
Fails to put gear in neutral Fails to park in a safe place.

### **Being Overtaken**

Fails to look in mirrors.  
Fails to give adequate signals.  
Fails to change gear when required.  
Fails to check clear road ahead.  
Fails to take correct course.  
Obstructs other traffic.  
Cuts in Overtakes in dangerous places.

### **Moving Off (Uphill)**

Fails to look in mirrors or check blind spot.  
Fails to give adequate signals.  
Fails to adopt correct course.  
Fails to engage appropriate gear.  
Fails to release hand brake.  
Excessive / insufficient revs.  
Obstructs other traffic.

### **Traffic Signs**

Fails to obey mandatory / prohibitive signs.  
Fails to obey traffic lights.  
Fails to obey traffic controls.  
Disregards warning signs.

### **General**

Drives at excessive speeds (breaks the speed limits).  
Drives dangerously.  
Drives inconsiderately.  
Fails to act on hand signals of other road users.  
Uses horn incorrectly.  
Examiners realise that no person can drive 100% perfect.

## **The Test Requirements**

### **Things You Must Know For The Test Reversing Exercise**

The examiner will give you full instructions; simply do what we have shown you.

### **On The Road**

This part of the test will be driving. You will be directed out of the test station and told to follow the road ahead at all times in accordance with the Highway Code unless instructed to do otherwise.

Once out of the test centre you will be tested on all types of roads and traffic densities. You will pass only if the examiner is satisfied that you can handle your vehicle safely and competently in both town and country conditions. That you show courtesy and consideration for other road users no matter what the situation, you show that you are in complete control of your vehicle whatever the weather or road condition.

While on the road the examiner will ask you perform various exercises including stopping at the roadside and moving off again and you will be asked to pull up on the left up to 5 times in order to assess your ability to stop the vehicle safely under normal driving conditions and assess your ability to move off correctly.

### **Stopping Procedure**

When the instruction to pull up on the left at a convenient place is given:

- A. Observe and assess the situation ahead and select a safe parking position for your vehicle.
- B. Observe the situation behind through your mirrors and act accordingly in relation to what you see in them.
- C. Give correct signal clearly and in good time.
- D. Slow your vehicle down gradually in a safe and convenient manner and not stop your vehicle abruptly or exceed the slowing down process over an excessive distance.
- E. Bring your vehicle to rest close to and parallel to the kerb in a safe legal and convenient position. Once the vehicle has been stopped you should put the handbrake on and put the gear into neutral and cancel the signal.

### **Moving Off**

In order to demonstrate the correct way of moving off the examiner will expect you to:

- A. Select the correct gear for moving off according to the gradient.
- B. Look in both mirrors and react sensible to what you see in them.
- C. Physically look all round checking the mirror and blind spot.
- D. Give the correct signal in good time. Moving off only when it is safe to do so and under no circumstances should you move off if by doing so you cause other road users to take evasive action.

### **Uphill/On The Level**

Moving off on an uphill gradient demands smooth co-ordination in the use of the accelerator, clutch and handbrake and it is very important in getting a LGV on the move.

You must avoid excessive engine revs or clutch slipping and under no circumstances must the vehicle be allowed to move back.

### **Moving Off Downhill**

- A. Select the correct gear.
- B. Apply the foot brake.
- C. Release the handbrake.
- D. Mirrors as previously described.
- E. Look all round as previously described.
- F. Signal as previously described.
- G. Release the foot brake allowing the vehicle to roll forward and at the same time bring the clutch into play taking up the drive.
- H. Moving off only when it is safe to do so.

### **Junctions**

#### **Primary Failure Points**

- A. Act correctly at road junctions.
- B. Make proper use of the gears.
- C. Make proper use of the mirrors.

Act correctly at road junctions involves three stages:

- A. The approach to them.
- B. The negotiation of them.
- C. The departure from them.

Each stage poses its own individual failure points and will be scrutinized closely by the examiner.

### **The Approach**

When approaching any type of road junction including cross roads and roundabouts, driving examiners will observe that:

- A. The mirrors are used properly and that the candidates act responsibly to what they see in them.
- B. Signals are used (if required) and that they are given correctly, clearly and in good time.
- C. The vehicle is (if necessary) manoeuvred safely into the correct position. Once the position has been attained; the driving examiner will judge the candidate's ability to regulate the speed of the vehicle and, at the same time, assess the use of the brakes and gears as the final stage of the approach is completed. (It is this part of the approach which proves the most difficult and where many candidates have problems).

### **The Negotiation**

Negotiating road junctions involves a particular sequence of events which in the main will include:

- A. Proper observation before emerging turning, including the use of the near side mirrors when about to turn left. Particular attention should be paid to the near side mirrors when about to negotiate roundabouts, and care should be taken to ensure that the cut in or the large LGV does not endanger other road users.
- B. Emerging or turning safely with due regard for approaching traffic, not forgetting that an LGV is generally slower moving and larger than most other vehicles and this must be considered.
- C. Correct positioning of the vehicle throughout the negotiation. Depending on the size of the vehicle, examiners will allow some degree of tolerance in positioning, but care must be taken not to endanger or inconvenience any other road users.
- D. Proper use of mirrors and all round observation.
- E. Securing the correct road position for the vehicle when the negotiation / turn has been completed. Changing gear on the turn is accepted, providing that it is done when the steering wheel is held firmly on course. Do not change gear and turn the wheel at the same time and avoid crossing your hands on the wheel.

### **The Departure**

The ingredients of a good departure from any road junction will include:

- A. A straight pre-planned course.
- B. Sound acceleration in accordance with road and traffic conditions.
- C. Proper use of the gears, each gear to be fully used before changing into the next higher gear.
- D. Constant use of mirrors throughout the departure.
- E. A watchful eye all round including the speedometer and rev counter.

### **Roundabouts**

When approaching a roundabout, watch for traffic already on it. Take special care to look out for cyclists or motorcyclists ahead or to the side. Give way to traffic on your right unless road markings indicate otherwise; but keep moving if the way is clear. At some junctions there may be more than one roundabout. At each, apply the normal rules for roundabouts. Keep special lookout for the "give way" lines.

Where there are two lanes at the entrance to a roundabout, unless signs or road markings indicate otherwise:

#### **When turning left:**

Approach in the left-hand lane; keep to that lane in the roundabout.

**When going straight ahead:**

Approach in the appropriate lane; keep to that lane in the roundabout. If conditions dictate (for example, if the lane is blocked), approach in the right hand lane; keep to that lane in the roundabout. If the roundabout itself is clear of traffic, take the most convenient lane through the roundabout.

**When turning right:**

Approach in the right-hand lane; keep to that lane in the roundabout. When there are more than two lanes at the entrance to the roundabout, unless signs or road markings indicate otherwise, use the clearest convenient lane on approach and through the roundabout suitable for exit you intend to take.

When on a roundabout look out for and show consideration for other vehicles crossing in front of you, especially those intending to leave by the next exit. Show consideration for cyclists and motorcyclists.

**Signs at roundabouts:**

When turning left use the left indicator on approach and through the roundabout. When going straight ahead use the left turn indicator when passing the exit before the one to be taken.

When turning right use the right turn indicator on approach, and maintain this signal until passing the exit before the one to be taken. Then change to the left turn indicator. Watch out for cyclists and motorcyclists and give them room. Allow for long vehicles which may have to take a different course both on approach to and on the roundabout.

**Other Major Failure Points****Exercise proper care in the use of speed**

This simply means that the candidate drives too fast, either by braking the legal speed limit or often, by driving through low speed situations much too fast.

**Make normal progress to suit varying road and traffic conditions**

This implies that the candidate drove too slowly throughout the whole of the test, but this not always the case. It can include situations such as the candidate stopping unnecessarily at road junctions or roundabouts, failing to recognise and take advantage of a safe gap in traffic in order to emerge, or failing to take advantage of the opportunity to accelerate away from a hazard (as described in the discussion of the departure).

**Make proper use of gears (other than at road junctions)**

This usually means that the driver has changed up a gear too early when the vehicle has not reached the correct speed for the next higher gear, changed up a gear too late when the vehicle's speed and road conditions are right for the next higher gear, but the driver does not change up, selected the wrong gears e.g. by changing gear from 2nd to 3rd, missing 3rd and accidentally selecting another gear (not to be confused with block changing).

### **Make proper use of mirrors' (other than at road junctions)**

This is of the utmost importance and must be used often throughout the whole test. There is a right way and a wrong way of using mirrors and the driving examiner will observe if the candidate is using them correctly, e.g. using the right mirror at the right time. When you are about to drive round a right bend you should check the offside mirror as you do so as this will afford a far superior view of the road behind than the nearside mirror would. Likewise, when you are about to drive round a left hand bend you should use the nearside mirror as this will not only afford a better view of the road behind but will also allow you to see where the end of your vehicle is in relation to the kerb. This is particularly important in the case of articulated vehicles. Obviously mirrors should be used before any change of direction no matter how slight and before signalling, moving off or stopping. When negotiating a left turn at a road junction, you must look in the near side mirror to check the back wheels of your vehicle in relation to the kerb, to ensure all is well behind and that there are no cyclists or pedestrians.

When you are about to overtake a parked vehicle, you should look in the offside mirror first to ensure it is safe to move out (do not forget to signal if it is necessary) and then check the nearside mirror when you have passed the parked vehicle before returning to the nearside.

There are many examples of how to use mirrors correctly but these can be summed up as:

- A. Use mirrors often and react sensible to what you see in them.
- B. Use the correct mirror at the right time to make the best of them.

### **Popular Misconceptions**

There are many misconceptions about the LGV driving test and it is the intention of this section to clarify some of these by answering some of the many questions asked by those who are about to take the driving test, the principal object being to give the candidate a better understanding of the driving test and the examiners aims.

#### **Q. What are driving examiners looking for?**

A. A safe and progressive drive with all the rules of the road adhered to.

#### **Q. Do you have to be a good driver to pass?**

A. No, but have to be a safe driver and be sure of what you are doing. Good driving comes with experience.

#### **Q. Will the examiner try to catch me out by asking me to turn into a road marked 'No Entry' etc.?**

A. Absolutely not. Driving examiners are responsible people who will most certainly not try to catch out or trick a candidate during a test. On the contrary, the reverse is true and driving examiners can be very helpful.



**Q. Can you drive forward when doing the reverse exercise?**

A. A driver can drive forwards **twice** in order to complete the exercise.

**Q. If I knock a cone down or run over on during the reversing exercise will I fail?**

A. Knocking down or running over cones on a manoeuvring area is a serious fault and driving examiners could fail the candidate for such a fault - remember it is far better to take a shunt to avoid a cone than to knock one over.

**Q. Would you explain the reason for having two examiners present during the test?**

A. Occasionally it will be necessary for a second examiner to be present during a driving test. This is usually a senior examiner acting as an onlooker. The reason for his presence is to ensure that test procedures and standards are being maintained. He has no influence over the test and will make himself as inconspicuous as possible.

**Q. Can you cross your hands on the steering wheel?**

A. The candidates should try and avoid this as driving examiners prefer the traditional push and pull method.

**Q. If I stall the engine will I fail?**

A. A single stall during the normal driving is a minor fault and will not constitute a failure.

**Q. How much warning will the examiner give regarding turnings?**

A. All instructions regarding turnings, manoeuvres and other exercises will be given clearly and in plenty of time.

**Q. Is it true that examiners have to fail so many every day?**

A. Absolutely not - driving examiners will pass every candidate who proves themselves to be a safe and competent driver.

**Q. Can you do a gear change when on the turn?**

A. Yes, providing the steering is set on course for the turn, but DO NOT attempt to change gear and turn the wheel at the same time.

**Q. If you make a serious mistake at the beginning of the test (serious enough to fail), will the examiner fail you there and then and not continue with the rest of the test or will he complete the full test?**

A. The candidate has paid for the full test and under normal circumstance will be given a FULL test. Only under exceptional circumstances where the candidate has demonstrated

that his standard of driving is such that it has become a danger to other road users will the examiner cut short the test.

**Q. What will happen if the vehicle breaks down whilst on the test?**

A. The test will be terminated, test fee forfeited and the candidate will have to reapply for another test.

**Q. Which gear should be used when moving off?**

A. The correct gear i.e. lower gear when moving off from an uphill gradient; a higher gear when moving off from a downhill gradient.

**Q. Do you have to put the handbrake on every time you stop?**

A. No, a driver will be expected to use the hand brake correctly whenever it is necessary.