



MANOEUVERS

What are the reasons for manoeuvres in a driving test?

To demonstrate to the examiner that, whilst using forward and reverse gears, you can;

1. *Control the car at low speeds displaying good tight clutch and brake control.*
2. *Demonstrate reasonable accuracy.*
3. *Display good effective observations and show consideration and awareness for other road users.*

You will be asked by the DSA examiner to carry out one of the following manoeuvres during your test:

1. *Reverse parallel parking.*
2. *Reverse into a parking bay.*
3. *Left-hand reverse.*
4. *Right-hand reverse.(Not normally used on learner tests)*
5. *Turn in the road.*

All manoeuvres should be carried out at slow crawling pace. (The clutch should never come fully past the biting point.) When reversing, you must look back for more than about 70% of the time taken to carry out the manoeuvre and make good use of your mirrors.

Scan your observations; this must be done regularly so you are fully aware of any road users coming into your area. If you see a road user do not continue until you are sure there is no danger. **All round effective observations MUST be used.**

If at any time you know you are going well offline, or if you are going to hit a kerb, stop and move forward enough to correct the problem. Remember to carry out full observations before moving forward.

It is a good idea to open your window during the manoeuvres so you can hear other road users as well as see them. Remember to close it before you drive off.

You may also remove your seat belt when carrying out a manoeuvre which includes reversing to allow you to turn easier in the seat.

However; you **MUST** remember to re-fasten your seat belt.

If you drive off after completing the manoeuvre without your seat belt on, you will have committed a serious driving fault for which you will fail your driving test.

All the manoeuvres must be carried out at a safe, legal and convenient location. The DSA examiner will chose the location.

Remember for all the following routines are a framework, you are not a robot and will sometimes slightly misjudge speed, distance or angle. So you must be able to problem solve. You will be taught that how to do this in car.

Always be:

VERY SLOW / VERY ACCURATE / VERY AWARE

PARALLEL PARKING

The DSA examiner will tell you:

"This is the parallel parking exercise. Will you drive forward and stop alongside the vehicle ahead, then reverse in and park reasonably close to, and parallel with, the kerb. Try to complete the exercise within 2 car lengths from the vehicle. Drive on when you are ready".

*Use the **Prepare Observe and Move (P.O.M.)** routine to move off.*

1. Using the **MSM routine**, **stop** your car just past the front of the **target car** (the one you are going to park behind!) and not more than **one meter away**. Any more than a meter and you may be causing an obstruction.



2. **Immediately select reverse gear** to inform other road users of your intention and apply the handbrake.

3. **6 point check from right to left**, checking for pedestrians as well as other road users. If there are any pedestrians or other road uses in the area, wait until you are sure it is safe to continue.
4. **Looking over your left shoulder** out of the rear window, release handbrake and **reverse slowly** using tight clutch control for level or uphill reverse and brake control for downhill reverse. **Remember to pause on occasions, scan observations and react** to road users safely. **Continue** until the **back of your car** is level with the **back / front target car** (Dependant on what way it is facing) You will be given a reference point in-car. This is your **turning point**.
4. **Pause and carry out a 6 point check from right to left**, as when you steer left the nose of your vehicle will swing out. If safe to do so, **turn the steering wheel one turn (360 degrees) to the left**.
5. Continue reversing slowly, remember to pause on occasions and scan observations. When your car is at **45 degrees** to the to the kerb lines, turn the **steering wheel one turn (360 degrees) to the right**, straightening the wheels.
6. Continue straight back, remember to **pause on occasions and scan observations**. When your car is in the correct position (Reference point will be given in-car) **turn the steering wheel one turn (360 degrees) right**.



7. Continue reversing slowly, remember to pause on occasions and scan observations. **Just before** the car becomes **parallel to the kerb** turn the **steering wheel one turn (360 degrees) to the left to straighten the car**.
8. **Handbrake** on and **gear lever** into **neutral**. Await instructions.

LEFT HAND REVERSE EXERCISE

This manoeuvre is used to turn your car around on a major road when driving round the block is not an option. This manoeuvre should only be done from a major road to

a minor road.

The DSA examiner tell you:

"The road on the left is the one I want you to reverse into. Drive past it and stop. Then reverse back in to the road for a reasonable distance keeping reasonably close to the kerb. Drive on when you are ready".

Use the **P.O.M.** routine to move off.

1. As you **pass the junction** on the left, look at the **degree of the turn** and make sure there are **no obstructions** in the minor road which will prevent you from reversing safely into it, i.e. parked cars, skips etc.
2. Using the **MSM** routine, **stop** about **3 car lengths** past the junction, and about **0.5 meter** from the kerb for a **sweeping corner**, and **1 meter** for a **90 degree** corner.
3. **Immediately** select **reverse gear** to inform other road users of your intention and **apply the handbrake**.
4. **6 point check from right to left**, checking for pedestrians as well as other road users. If there are any pedestrian, vehicles or other road uses in the area, **wait until** you are **sure it is safe** to continue.
5. **Looking over your left shoulder** out of the rear window, **release handbrake** and **reverse** slowly back at **crawling pace**, using clutch control for level or uphill reverse and brake control for downhill reverse. **Remember to pause on occasions, scan observations and react** to road users safely.
6. **Stop** the car at the **turning point**. For a **sweeping corner**, this is when the rear wheels are **in line** with the join of the **last straight kerb** stone of major road and the **first curved kerb** stone of the side (minor) road. For a **90 degree** corner this will be **half a meter** before that join. Below is the reference point you will use to keep the car parallel to the kerb during you initial turn. Full explanation will be given in-car.



7. **Pause** and carry out a **6 point check from left to right**, as when you steer right the nose of your vehicle will swing out. If it is **safe**, look over your left shoulder and **continue reversing** and **immediately** turn the **steering wheel** between $\frac{3}{4}$ **to one full** turn (360 degrees) **left** for a **sweeping** corner and a **full lock** left for a **90 degree** corner.

(Corners are not perfect curves so you will need to make alterations to your steering as you negotiate the turn.)

8. **Remember to pause on occasions, scan observations** and **react** to road users safely. **Just before** you are **parallel** to the **kerb** **steer** to the **right** to **straighten** the car. The amount of right steering will depend on how much left steering you have used to go round the corner. Use a reference point similar to the one below to ensure you continue parallel to the kerb. Full explanation will be given in-car. **Stop 3 to 4 car lengths** into the side (minor) road.



9. **Handbrake** on and **gear lever** into **neutral**.

RIGHT HAND REVERSE EXERCISE

This manoeuvre is used to turn your car around on a major road when driving round the block is not an option. This manoeuvre should only be done from a major road to a minor road.

The DSA examiner tell you:

"The road on the right is the one I want you to reverse into. Drive on the left until you have passed it, then move across to the right and stop. Then reverse back into the road for a reasonable distance keeping reasonably close to the right hand kerb. Drive on when you are ready".

Use the **P.O.M.** routine to move off.

1. As you **pass the junction** on the right **look** at the **degree** of the turn and make

sure there are **no obstructions** in the minor road which will prevent you from reversing safely into it i.e. parked cars, skips etc.

2. Using the **MSM** routine **stop** about **3 car lengths** past the junction on your right and about **0.5 meter** from the kerb for a **sweeping** corner and **1 meter** for a **90 degree** corner.



3. **Immediately** select reverse **gear** to inform other road users of your intention and **apply the handbrake**.
4. **6 point check from right to left**, checking for pedestrians as well as other road users. If there are any pedestrian, vehicles or other road uses in the area **wait until** you are **sure it is safe** to continue.
5. **Looking over your left shoulder** out of the rear window, **release handbrake** and **reverse** slowly back at **crawling pace**, using clutch control for level or uphill reverse and brake control for downhill reverse. **Remember to pause on occasions, scan observations and react** to road users safely.
6. **Stop** the car at the **turning point**. You can judge this by using your right door mirror or you can have your **window open** during the manoeuvre and put your **head out** to see the turning point and kerb line. Be sure to **check your mirrors before putting your head out of the window**. For a **sweeping** corner, the turning point is when the rear wheels are **in line with the join** of the **last straight kerb** stone of major road and the **first curved kerb stone** of the side (minor) road. For a **90 degree** corner this will be **half a meter before** the join.



View looking back out of drivers window:



7. **Pause** and carry out a **6 point check from left to right**, as when you **steer right** the nose of your vehicle will swing out. If it is **safe**, look over your **right shoulder** and **continue** reversing and **immediately** turn the **steering wheel** between $\frac{3}{4}$ to **one full turn** (360 degrees) **right** for a **sweeping** corner and a full lock right for a 90 degree corner.

(Corners are not perfect curves so you will need to make alterations to your steering as you negotiate the corner.)

8. **Remember to pause on occasions, scan observations and react** to road users safely. **Just before** you are **parallel** to the **kerb steer** quickly to the **left** to **straighten** the car. The amount of left steering will depend on how much right steering you have used to go round the corner. Use the reference point below to ensure you continue parallel to the kerb. This will be fully explained in-car. **Stop 4 to 5 car lengths** into the side (minor) road. This will allow you room to return to correct side of the road to exit the side road and allow road users coming into the side road time to react.



9. **Handbrake** on and **gear** lever into **neutral**. Await instructions.

TURN IN THE ROAD EXERCISE

This manoeuvre is used to turn your car around on a major road when there are no other options.

Camber: The **centre** of the road is **higher** than the **kerbsides**. This allows **water** to run into the **drains**.

The DSA examiner tell you:

"I want you to turn you vehicle round so it is facing the opposite direction using your forward and reverse gears. Try not to touch the kerb when you complete this exercise. Drive on when you are ready".

1. You will **move off** from the side of the road using the **P.O.M.** routine (No signal but 360 degree observations). You will use **tight clutch control** in first gear to move off **very, very slowly**. Depending on the **camber** you may need to **slightly increase** the gas and bite.
2. As soon as the **car moves**, using full pull push you will **steer quickly** to the **right** to get the steering to **full lock** a.s.a.p. Continue across the road and **remember to pause on occasions, scan observations** and **react** to road users safely.
3. **Depending** on the **width** of the road, when you are **between 1 meter and 0.5 meter** from the far away **kerb** (Reference point given in-car) **steer**, again using quick **full pull push**, as much to the **left** as you can. As you approach the kerb **be aware** that the **camber** may cause you to go from **clutch control to brake control**.
4. **Stop before** your car is **overhanging** the **kerb**. **Apply handbrake** and select **reverse gear**.

5. **Pause** and carry out a **6 point check from right to left**. If **safe** to **reverse** looking over your **left shoulder**. Depending on the **camber** you may need to **slightly increase the gas and bite (Don't roll back)**. Move off at **crawling pace** and as soon as the **car moves**, again use **full pull push** to steer quickly to the **left** to get the steering to **full lock** a.s.a.p. Continue across the road and **remember to pause on occasions, scan observations** and **react** to road users safely.
6. As you reverse the **rear drivers side corner** of the car will be **closer to the kerb** than passenger side. When this happens **change to your right shoulder**.
7. **Depending** on the **width** of the **road**, when you are **between 1 meter and 0.5 meter** from the **kerb** (Reference point given in-car) **steer**, again using quick **full pull push**, as much to the **right** as you can. As you approach the kerb be aware that the **camber** may cause you to go from **clutch control to brake control**.
8. **Stop before** your car is **overhanging the kerb** The following reference point will assist you in judging this distance. This will be fully explained in-car.



Apply handbrake and select **1st gear**.

6. **Pause** and carry out a **6 point check from right to left**. If **safe** to continue, **look right and drive right**. Depending on the **camber** you may need to **slightly increase the gas and bite (Don't roll back)**.

If the road is very tight then you may have to repeat the forward and reverse routines until the car can turn in the road.

BAY PARKING

You will only be given the Bay Parking exercise at the test centre at the start of your test, by driving out of the bay you are in, turning left or right and straightening up, You will then reverse into any vacant bay or end of your test. The examiner will not

pick a bay, you will. When you have stopped in the bay, check you are not touching, or over, the lines. If you are, you can drive forward and correct it. You have only one chance to correct it.

There are a number of routines you can use to reverse into a parking bay. When you have passed your driving test you will be using these routines in a busy car park. So very slow, accurate and good effective all round observations **MUST** be used. How long does it take for a child to appear from between parked cars?

These notes will assist when you are trained and can apply them to one of the routines you are taught .

1. Use the second line away from the your target bay as your point of turn (see below).
2. Be at least a car width away and parallel to the bays.
3. Full lock quickly to the left at the first point of turn.
4. Use mirrors and shoulder checks to ensure you are lined up.
5. Use all information around you to judge when to straighten up.
6. If you are obviously off course drive forward and correct it, don't let it go too far.
7. Check before you complete the manoeuvre that you are in the bay. If not drive forward and correct it.

