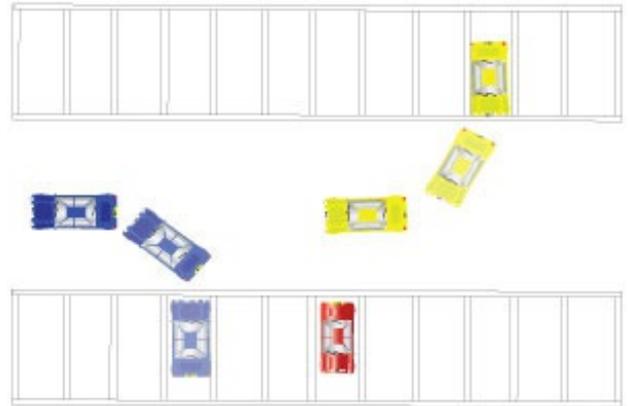


## Bay park

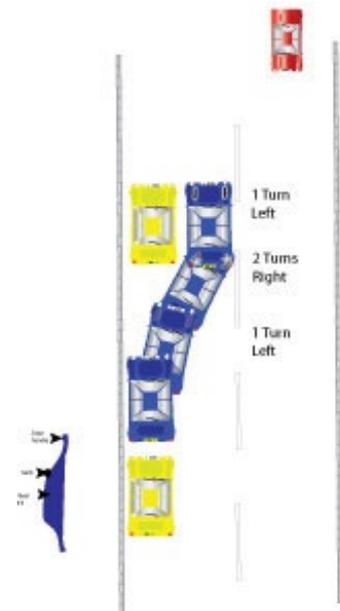
Position the car in the centre of the two sets of bays. Select reverse gear and make an all round observation make sure no other road user is near. Take the car back very slowly and line up the point of your elbow with a bay line (left or right). Once you have accurately lined up the bay line with your elbow full left or right turn. No dry steering (dry steering is considered when the steering wheel is being turned and the road wheels are NOT moving). Keep most of your observations through the back window (between the seats), and make sure you are refreshing the observation all round the car. Monitor your progress using either the door mirror (left manoeuvre) or open and look out of the right door window. The rear wheel should be just inside the bay you have chosen. When the car has squared up with the bay turn the steering wheel to the straight position.



## Parallel park to the kerb

Drive up slowly to the target vehicle keeping a distance of 1 metre away. Line up the rear of your vehicle with the rear of the target vehicle. Make an all round check for on coming road user. When clear slowly reverse steer 1 Turn to the left, when the kerb lines up with the top of the nearside wheel arch steer 2 turns to the right. When your headlights are in line with the target vehicle 1 turn left to straighten wheels

Do not move if a vehicle is approaching remain still until the vehicle has passed. If the road is not wide enough for another road user to pass continue the exercise with caution keeping a constant eye on the waiting road user. Make certain you are continuously looking for other road users whilst maintaining the majority of your observation out of the rear window between the seats.



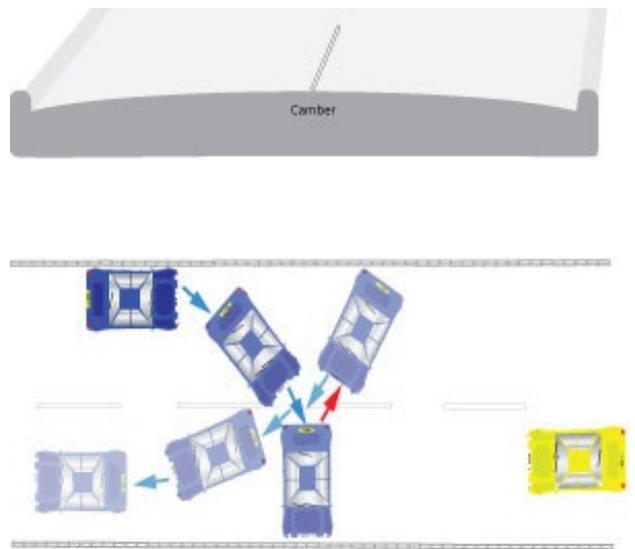
## Turn in the road

The turn in the road otherwise known as the three point turn (we do not call it a three point turn any longer as this suggests that the manoeuvre must be completed in three, it can be done in five). To be successful on this manoeuvre efficient and brisk steering is paramount. Before you start note the degree of camber present on the road as you approach the centre line you will be moving up hill using the clutch to control your speed, and as you approach the right hand kerb you will need maintain brake control because of the slight down hill position,.

Park as close to the kerb without touching or mounting the kerb with your wheel, make sure it is safe to perform this manoeuvre in the road and that there is no approaching road users. When it is safe select first gear and moving the car very slowly turn the steering wheel full right lock (one and a half turns) as you reach the centre line look up and down the

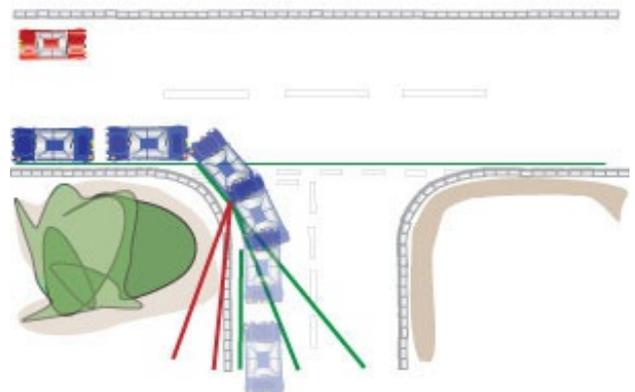


road to ensure it is safe to continue. As you approach the opposite kerb at about one metre's distance steer full left lock (three full turns) of the steering wheel. Secure the car using the parking brake and engage reverse gear, check all around and make sure it is safe to reverse on the second phase of the manoeuvre. Look over your left shoulder through the rear window. Half way across the road re-check your observations. If at any point during this manoeuvre another vehicle approaches you must stop and wait to see if they try to drive past you, if they stop you may continue with your manoeuvre, be sure to keep checking their position as they may feel you have left sufficient space for them to pass by. Remember you must not continue with the manoeuvre if there is another negotiating to pass by. Continue with your observations and as you near the kerb behind you start to steer right, secure the car trying not to touch the kerb with your rear wheels. If you feel that you may not have enough space to clear the kerb in front of you drive forward with full right lock then promptly full left lock (this now becomes a five point turn) now reverse the car looking through the rear window keeping your observations fresh. Continue with your observations and as you near the kerb behind you start to steer right, secure the car trying not to touch the kerb with your rear wheels. If you feel you have sufficient room to continue down the road without touching the kerb one last glance to your left to check all is clear, and drive off.



## Left reverse round a corner

This manoeuvre is used for example say you are traveling in the wrong direction and you wish to turn the car around but a turn in the present road is inappropriate for some reason, draw up just past the junction and as you pass the entrance look into the road to see if you have sufficient space to perform this manoeuvre (usually two car lengths past the last curved kerb stone). As with ALL manoeuvres observations are very important so why not open your window and use your hearing to assist your observations (on hearing something you may turn to look at it). Take your time and do not rush select reverse gear and do a six point check when it is safe slowly reverse to the point of turn (the first curved kerb stone) before you steer left check your right blind spot and make sure it is safe, as the front of your car will now swing out toward the centre of the road. Continue with your observation mainly through the rear window and over your left shoulder. Every two or three metre's stop the car refresh your observations and glance in the left door mirror monitor your progress around the corner keeping in touch with the kerb. Do not touch or mount the kerb and do not cross the centre line on the side road. If at any time another vehicle approaches from any direction stop and wait to see where they are going, if another vehicle approaches from the road into which you are reversing again stop. And if the vehicle behind you does not offer to go around you then you must take your car out to start all over again.



## Controlled or emergency stop

One in three tests will carry out this exercise this will not count as one of your manoeuvres. This is extra to the tally of two manoeuvres on the practical test.

The examiner will say something like this to you 'I am presently going to ask you to stop the car as if

in an emergency, the signal will be stop (the examiner will extend his hand toward the windscreen) and I want you to stop the car in a straight line and remain under control. I will be looking around to see if it is safe before I do so.' This is the only time you will be allowed to go onto the brakes without checking your mirrors. As soon as you are given the command 'STOP' off gas and onto the brake, do not put the clutch down at this time firm progressive braking is required to stop the car, before the car comes to a complete rest fully depress the clutch pedal. Once the car has stopped secure with the parking brake, if the engine has stalled restart the engine and wait for the examiner to say 'thank you I will not ask you to carry out that exercise again, drive on when you are ready'. Before you move off make a 'Global' check all around the car that is an observation through the rear window between the seats followed by a six point check, there will be no need to signal as likely as not you will be in the centre of the road.

The 'Global' check is very important say for example and heaven forbid but you are driving down a road at some point in the future and a multiple accident starts to happen in front, you will be dodging debris and by the time you bring the car to rest you may not be facing the same way let alone on the same carriageway. So the 'global' check is to ensure that before you move the car to a place of safety to render assistance to anyone who may need it you will not compound the situation.