



Driving Fault Marking Guidelines

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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Notes on the Driving Fault Marking Guidelines

The Marking Guidelines are designed to assist testers in deciding when and where a particular driving fault should be recorded on the Report Sheet. They should be read in conjunction with the Driving Fault Assessment guidelines relating to the severity of driving faults (attached for easy reference on pages 19, 20, 21, 22 and guidance/advice from the Regional Supervisor. The Guidelines do not purport to cover every possible situation which can arise, and they may be added to, or amended from time to time. Testers will be apprised of this when it arises.

- With certain exceptions, driving faults are not 'double-marked', and where 2 (or more) faults suggest themselves, it is usually the fault which conveys the most pertinent information to the applicant which is recorded.
 - An example of the above would be where an applicant e.g. hits a kerb while making a left turn. A fault may be recorded here for 'Position turning Left', and not for 'Steering' in this case.
 - Another example would be where an applicant attempts to move away at a junction in 3rd gear and the vehicle stalls in the middle of the junction, causing other vehicles to slow or stop. A fault may be recorded for 'Gears' in this case, and not for 'Right -of way'.
- Where an applicant inadvertently goes off the route, or misses a turn, a fault should not be recorded when it is done safely. However, any fault which occurs subsequently should be recorded.
- The location of where faults are recorded on the Report Sheet is generally governed by the most recent direction which the tester has issued to the applicant - exceptions apply where early directions have been given to the applicant, e.g. where a lane change is required prior to making a right turn, or on the approach to a roundabout.

The necessity for testers to give clear and unambiguous directions to applicants in good time on all occasions is emphasised.

- Where a local unusual road or traffic situation exists, the regional Supervisor will advise testers (and driving-instructors) on the procedure to be followed.
- Where a fault is inadvertently recorded in the wrong location on the Report Sheet, it should be cancelled neatly, leaving space for later use, if necessary. Where 2 or more such incidents occur, a fresh Report Sheet should be completed. The original spoiled Report Sheets should be cancelled, and attached to the file.
- Testers should refer the applicant to the faults which have been recorded on the Report Sheet, and which contributed to the test result. However, testers should not discuss the details of the test.

Introduction

As with all driving, a test applicant should demonstrate that they have the requisite knowledge, skills and appropriate behaviour to use the public roads in a safe and courteous manner by:

- Maintaining proper control over the vehicle at all times.
- Showing anticipation and awareness.
- Demonstrating care, consideration, concentration and courtesy.
- Taking proper precautions when moving off, stopping, overtaking, changing direction and meeting other traffic.
- Maintaining safe and reasonable progress when driving and when meeting and crossing the path of other vehicles.

In demonstrating the above skills a test applicant should use 'best practice' and ensure compliance with all relevant Regulations, as not doing so may indicate a driving fault which will be assessed by the tester, and which may be recorded on the Driving Test Report Sheet.

Testers will use guidance from their Supervisor, along with their training and experience to assist them in deciding firstly what importance to attach to an individual fault, and thereafter whether or not it should be recorded under one of the following headings:-

- **Grade 1 fault:-** Minor fault.
- **Grade 2 fault:-** More serious fault.
- **Grade 3 fault:-** Dangerous/Potentially Dangerous fault, or total disregard of traffic controls.

Of course, it may be that a tester will assess an individual fault to be of such a slight nature that a fault will not be recorded.

Failure of the test arises when an applicant incurs any of the following: -

- 1 or more grade 3 faults.
- 4 of the same grade 2 faults for a single aspect.
- 6 or more grade 2 faults under the same heading.
- 9 or more grade 2 faults overall.

Grade 1 faults do not affect the test result.

Rules/Checks

Where 3 or more questions are not answered, or are incorrectly answered, a grade 2 fault should be recorded.

Where a 'Checks' fault is incurred in relation to the Doors, Mirrors, Seat, Seatbelt, or Head-Restraint adjustment as per the preamble requirement, it should be recorded opposite Rules/Checks and is inclusive of any Oral Test faults.

Position on the Straight/on Bends

Having regard to the width of the road, an applicant should normally drive reasonably close to the left-hand side of the road, i.e. approximately mid-way between the central dividing line and the left-hand kerb, or a fault may be recorded for 'Position on the Straight', or on a 'Bend', as the case may be.

Examples of 'Position' faults include:

- (a) Where an applicant drives for a distance in an incorrect position on the straight or on a bend, a fault may be recorded for 'Position on the Straight', or on the 'Bend' as the case may be.
- (b) Where an applicant unnecessarily crosses a central continuous white line which is clearly visible, a fault may be recorded for 'Road Markings' only.

A 'Position' fault should not be recorded in this case.

- (c) Where a driver weaves in and out unnecessarily around intermittently parked vehicles, a fault may be recorded for 'Position on the Straight'. (See also 'React').
- (d) Where traffic lanes, including a 'hard-shoulder' are provided and an applicant drives for a distance in an incorrect lane for the direction which is to be followed, a fault may be recorded for 'Position on the Straight'.

Position in Traffic Lanes

Where traffic lanes are provided and an applicant straddles the lanes unnecessarily for a distance, a fault may be recorded for 'Position in Traffic Lanes' - (not for 'Position on the Straight', or for 'Road Markings', in this case).

Drivers of heavy vehicles in particular may have to adjust their position on the road to suit the circumstances, and this is acceptable provided it is done safely and in full knowledge of the position of the vehicle.

Position at Cross Junctions

An applicant who intends to go straight ahead at a cross-junction should normally be as close as is feasible to the left hand side, or a fault may be recorded for 'Position at Cross Junctions'.

However, where lanes are provided and road markings permit a centre, or outside, lane to be used, this is acceptable.

The situation on the far side of the junction should be taken into account.

Only one 'Position' fault may be recorded for each complete manoeuvre, i.e., faults should not be double-marked for 'Road Markings' in this case.

Position at Roundabouts

Where an applicant intends to take any exit in the 6 o'clock to 12 o'clock position, subject to road markings, the approach should normally be in the left-hand lane.

The approach should normally be in the right-hand lane for any exit after the 12 o'clock position, or a fault may be recorded for 'Position at Roundabouts'.

However, where road markings are provided and they require an applicant to use a different approach lane from the above, the applicant should use that 'marked' approach lane, or a fault may be recorded for 'Position at Roundabouts'- (not for 'Road Markings' in this case.)

An applicant should have reasonable time and opportunity to see any road markings.

A fault may also be recorded where an applicant hits or mounts a kerb unnecessarily.

Where there is only one approach lane and having regard to the width of the road a fault should generally not be recorded regardless of the intended direction, except for motorcycles. Heavy vehicles may require additional road space where necessary. Applicants should normally follow their entry lane around the roundabout until they pass the exit before the one which they intend to take, where they should switch to the left-hand lane and proceed to their intended exit.

Applicants should normally exit in the left-hand lane if it is clear.

Only one 'Position' fault should be recorded for each complete manoeuvre.

Position Turning Right

Where an applicant intends to turn right at a junction, the approach should normally be just to the left of the central dividing line of the road, (or where the line should be).

The turn should be made around the centre point of the road which is being entered, or a fault may be recorded for 'Position turning Right'. The correct approach position should be adopted in good time. Where a specific right turn lane is provided, it should be used. Heavy vehicles may require additional space to manoeuvre.

Examples of incorrect 'Position Turning Right' faults include:

- (a) 'Cutting' the turn, i.e., turning too soon before the normal turning point.
- (b) 'Swan-necking', i.e., going too far past the normal turning point.
- (c) Turning from the left-hand side of the road.
- (d) Turning from an incorrect lane.
- (e) Trying to make a 'square' right turn at a 'T' junction.
- (f) Hitting or mounting a kerb unnecessarily.

An applicant may turn near-side to near-side, or off-side to off-side of oncoming traffic which is also turning right (as appropriate to the lay-out of the junction).

Where 2 right-turn lanes are provided, either may be used depending on the direction to be followed subsequently. Early directions are normally required.

Where an applicant intends to turn right from a one-way street, the approach should be as close to the right-hand side as is feasible.

Where an applicant, for example, 'cuts' a right turn, a fault should not be recorded for 'Road Markings'.

Where chevron markings are provided and an applicant encroaches on them, a fault is generally not recorded for 'Position turning Right', provided it is done safely. (See p.15). Where an applicant avoids the chevrons, (or where there are no chevrons), and therefore must make a distinct lane change before the right turn, a fault may be recorded for 'Observation Changing Lane' or 'Mirrors Changing Lane' as appropriate, and not for 'Observation Turning Right' in this case.

Where double-ended chevrons are provided and an applicant encroaches on the oncoming lane, a fault may be recorded for 'Road Markings', and not for 'Position Turning Right' in this case.

Where an applicant turns right into a 2-lane road, they should aim to get into the left-hand lane as they complete the turn. However, if the left hand lane is unavailable it is acceptable to turn initially into the right hand lane, depending on the direction to be followed subsequently.

Only one 'Position' fault should be recorded for each complete manoeuvre.

Position Turning Left

The normal approach to a left turn should be as close as is feasible to the left-hand side. This position should be maintained on the turn and on the exit from the turn, or a fault may be recorded for 'Position turning Left'.

Examples of incorrect 'Position Turning Left' faults include:

- (a) Hitting or mounting a kerb unnecessarily,
- (b) Not using a 'filter' lane where one is provided.

Where 2 left-turn traffic lanes are provided, either lane may be used, depending on the direction to be followed subsequently. Heavy vehicles should normally take whatever space is needed on the approach, to enable them to complete the turn on the left-hand side. Only one 'Position' fault only may be recorded for each complete manoeuvre.

Position Stopping

An applicant should normally stop in a safe position, which does not inconvenience or delay other road users, or a fault may be recorded for 'Position Stopping'.

Examples of incorrect 'Position Stopping' faults include:

- (a) Stopping on, and blocking, a junction.
- (b) Stopping too far out from a kerb.
- (c) Stopping too close to the vehicle in front.
- (d) Hitting or mounting a kerb while pulling in to stop.

Where an applicant stops close to a junction just before the reverse manoeuvre, a fault should not be recorded.

Position Following

An applicant should normally leave a 'safe' distance between the vehicle being driven and the vehicle in front, or a fault may be recorded for 'Position Following'. The 'safe' distance is usually related to the speed of the vehicles at the time.

Observations

An applicant should take proper observations as required before;- moving off, overtaking, changing lane, cross-junctions, roundabouts, turning right, and turning left, or a fault may be recorded for 'Observations' as appropriate.

Examples of incorrect 'Observation' faults include:

- (a) Not looking around when moving off at a sharp angle, i.e. not checking the 'blind' spot.
- (b) Not looking around when moving off at a shallow angle when the wing mirror is inadequate or incorrectly adjusted.
- (c) Not taking adequate observations before and while overtaking.
- (d) Not taking adequate observations before and while changing lane to the left or right, or where lanes merge into one another.
- (e) Not taking adequate observations at cross-junctions.
- (f) Not taking adequate observations before and at roundabouts.
- (g) Not taking adequate observations before and while turning right.
- (h) Not taking adequate observations before and while turning left.
- (i) Where an applicant turns right, (or is beckoned to turn right) in front of an incoming vehicle, a check should be made of the 'inside' of the oncoming vehicle before completing the turn.
- (j) Where an applicant turns right in front of an oncoming vehicle without checking the road directly ahead and does not see the vehicle.
- (k) where an applicant makes a severe 'swan-neck' while turning right, and does not take observations to the side before completing the turn.
- (l) Not taking adequate observations when being the first vehicle to move off from traffic lights at a blind junction.
- (m) Not taking adequate observations to the left when turning right, and in possession of a junction.
- (n) Not taking adequate observations when driving out from a parking space.

Observation faults changing lane on a roundabout are recorded opposite 'Observations at Roundabouts' on the Report Sheet.

In some situations such as moving off, overtaking, changing lane etc., observations may be taken by use of the mirrors, and this is acceptable where it is done competently and effectively.

In a case where an applicant does see another road user but deliberately impedes or restricts passage, a fault should be recorded for 'Right of Way' as appropriate, and not for 'Observation' in this case.

Where visibility is severely restricted due to condensation, a fault may be recorded for 'Observations' or 'React' as appropriate (see also 'Secondary Controls').

React Promptly and Properly to Hazards

An applicant should show awareness by reading the road and traffic situation ahead and reacting in an appropriate manner, or a fault may be recorded for not 'Reacting Promptly and Properly to Hazards'.

Examples of 'React' faults include:

- (a) Where an applicant is driving towards parked vehicles on the left, and does not move out in good time to pass them.
- (b) Where an applicant meets an oncoming vehicle which is in the process of overtaking, and the applicant does not slow or stop as necessary, to allow the oncoming vehicle to pass by.
- (c) Where an applicant's vision is diverted down to the controls for an extended period.
- (d) Where an applicant brakes hard on an amber light when the vehicle should properly have carried on.
- (e) Where an applicant drives into, or causes, or contributes unnecessarily to a 'bottleneck'.
- (f) Where an applicant intends to turn from a major road into a minor or narrow road, and obliges a vehicle which intends to emerge from that road to reverse out of the way.
- (g) Where an applicant is in a line of overtaking vehicles, and follows through blindly.
- (h) Where an applicant is approaching children who may be playing, or pedestrians, and does not show anticipation.
- (i) Where an applicant is approaching animals and does not show anticipation.
- (j) Where an applicant approaches traffic lights which have been green for some time, and does not show anticipation.
- (k) Where an applicant makes exaggerated use of the mirror(s) which distracts from forward observation.
- (l) Where an applicant makes exaggerated/unnecessary observations to the side or rear, which distracts from forward observation.
- (m) Where an applicant is on a slip-road, and intends to join a dual-carriageway, and stops unnecessarily.
- (n) Where an applicant splashes pedestrians with surface water.
- (o) Where an applicant is turning right and misreads the intention of another oncoming road user who is also turning right, and causes unnecessary obstruction.
- (p) Where an applicant's forward visibility is restricted by condensation.
- (q) Where an applicant stops unnecessarily when e.g. turning left onto a slip lane by misreading the main lights.
- (r) Where an applicant has commenced to turn at traffic lights and stops unnecessarily when part way through, on seeing the red light for the other road.
- (s) Where an applicant does not react correctly to speed ramps.

Mirrors

An applicant should make proper use of mirror(s) before moving off, overtaking, changing lanes, roundabouts, turning right, turning left, slowing and stopping, or a fault may be recorded for 'Mirror(s)' as appropriate.

On Category 'B' car tests, faults which are incurred for not making proper use of the *external* mirror(s) are recorded as 'Observation' faults and not as 'Mirror' faults in this case. On van or H.G.V. tests, the faults are recorded as 'Mirror' faults.

The mirror(s) to be used should be clean, serviceable, and correctly adjusted.

The use of the mirror(s) should be correctly timed - not too early or too late.

As mirror use is related to 'Observations', some driving situations can be covered by either option, and in these situations this is acceptable provided it is done correctly.

On long straight stretches of road, the mirror(s) should be used from time to time to provide a picture of following or overtaking traffic.

Additional use of mirror(s) is required on vehicles such as vans, trucks, buses when e.g. about to move off from the kerb, or changing lane.

In all cases, a tester must be certain that an applicant did not make proper use of the mirrors, before recording a mirror fault.

Clearance/Overtake Safely

An applicant should allow sufficient clearance to pedestrians, cyclists, stationary vehicles, other traffic and other objects, or a fault may be recorded for 'Clearance' as appropriate.

In a congested situation, where it is necessary to pass quite closely, mirrors on vehicles may almost touch. Where vehicles are parked or stopped on a narrow road, a fault should not be recorded for 'Clearance', provided the applicant passes by slowly, safely, and in full knowledge of the position of the vehicle.

Examples of 'Clearance' faults include:

- (a) Driving unnecessarily too close.
- (b) Not allowing extra clearance to a cyclist or a pedestrian on a wet/windy day.

Examples of 'Overtake Safely' faults include:

- (a) Where an applicant cuts in too soon after overtaking.
- (b) Where an applicant is approaching a junction and intends to turn left, and where another road user, e.g. a jogger or a cyclist up ahead is also approaching the junction.
- (c) Where an applicant overtakes on the approach to a bend, or a hill, or on a narrow road.
- (d) Where an applicant allows excessive clearance.

Signals

An applicant should give a correct signal in good time before moving off, overtaking, changing lane, roundabouts, turning right, turning left, and stopping, or a fault may be recorded for 'Signals' as appropriate.

A 'Signal' fault may also be recorded where an applicant does not cancel a signal after use, or gives a misleading signal, or beckons to other road users.

A **misleading signal** to other road users is defined as (a) having a left-hand signal on when turning right (b) having a right-hand signal on when turning left, or (c) having a left-hand signal on too soon when taking the second or subsequent exit at a roundabout.

Hand Signals

If 3 or more hand signals are not demonstrated or are incorrectly demonstrated a grade 2 fault should be recorded.

Motorcycles

A motorcycle applicant, in addition to complying with all the aforementioned requirements, should perform a 'U-turn' showing good control and taking good observations, and should perform a slow drive for at least 50 metres, showing good balance. The applicant should remove the machine from its stand, and should park the machine on its stand, or a fault may be recorded for 'Motorcycle' as appropriate. Use of a side-stand is acceptable. The helmet strap attachment should be secured.

Normal 'Observation' faults are recorded under Section 3 on the Report Sheet.

However, 'Safety Glance' faults are recorded in the Motorcycle section.

'Safety Glance' faults are defined as not looking around to check blind spots as necessary 'before moving off', 'before changing lane' and 'before turning right' or in similar circumstances where it is deemed necessary by the tester. Where a machine is incapable of completing the U-turn due to a fairing, or on a narrow road, discretion should be allowed, including the use of a reverse gear, if fitted.

Courtesy

An applicant should allow an oncoming vehicle to turn right e.g. in slow moving traffic, or allow a vehicle to emerge e.g. from private property, when in very slow moving traffic.

Alighting

Before alighting from the vehicle, the applicant should ensure that (a) the handbrake is engaged, (b) the ignition is switched off, and (c) necessary observations are taken before opening the door. It is also in order if the applicant engages a low gear.

Progress

An applicant should make reasonable progress moving off, on the straight, overtaking, at cross-junctions, at roundabouts, turning right, turning left, changing lanes, and at traffic lights, or a fault may be recorded for 'Progress' as appropriate.

Examples of 'Progress' faults include:

- (a) When an applicant intends to turn right and waits at a stop line when traffic lights are on green, and it is feasible to go forward towards the centre of the junction.
- (b) Where an applicant waits at a stop line for a green arrow to come on when a full green light is showing.
- (c) Where an applicant waits at a stop line for a full green light to come on when a green Arrow or flashing amber arrow is showing for the direction to be taken.
- (d) Where an applicant does not avail of an acceptable gap in traffic to proceed.
- (e) Where an applicant stays too far back from the vehicle in front while driving along.
- (f) Where an applicant stops too far back from the vehicle in front.
- (g) Where an applicant makes slow progress on the approach to a left or right turn, having been given a direction by the tester to make the turn.
- (h) Where an applicant intends to go directly ahead at a Cross Junction which is controlled by traffic lights, a fault may be recorded for 'Progress at Traffic Lights' where the applicant does not proceed on a green light.
- (i) Stopping 'short' at a junction for no good reason.

Vehicle Controls

An applicant should make proper use of the: - accelerator, clutch, gears, footbrake, handbrake, steering, and secondary controls or a fault may be recorded for 'Vehicle Controls' as appropriate. The 'Technical Checks' should be demonstrated correctly, as should the coupling/uncoupling exercise, as required, or the appropriate fault should be recorded. Some controls require a degree of co-ordination and should be demonstrated smoothly by the applicant.

Examples of 'Vehicle Control' faults include:

- (a) Accelerator: not applied properly or at the correct time, or excessive use for the conditions.
- (b) Clutch: coasting, i.e. driving for a prolonged distance with the pedal pressed in or sharp engagements causing the vehicle to jerk unnecessarily or resting the foot on the clutch pedal for prolonged periods causing it to slip or attempting to change gears without using the clutch.
- (c) Gears: selecting an incorrect gear, or coasting, i.e. driving for some distance in neutral, or driving for a prolonged distance in an incorrect gear.
- (d) Footbrake: non application of the footbrake, unnecessarily sharp application or late application for the circumstances.
- (e) Handbrake: not applied as appropriate on an incline, or during a prolonged stop in traffic, or being applied before the vehicle has come to a halt, or inadequate application, or attempting to drive while the handbrake is still engaged.

- (f) Steering: having both hands off the steering at the same time, or steering unnecessarily with one hand for a prolonged distance.
- (g) Secondary controls: driving while condensation restricts visibility, or not using a secondary control as required.
- (h) Technical Checks: lack of expertise, or inability to describe the various checks. (All categories). Inability to describe the D1, D or ED1 special vehicle safety checks.
- (i) Inability to operate the retarder/exhaust brake as fitted to the vehicle.
- (j) Coupling/uncoupling: - lack of expertise or inability to uncouple/recouple the drawing vehicle to/from the trailer or semi-trailer, or using an unsafe sequence.

Speed

An applicant should adjust speed to suit road conditions, traffic conditions, roundabouts, cross-junctions, turning right, turning left, and on the approach to traffic controls, or a fault may be recorded for 'Speed' as appropriate. Applicants should comply with the speed limit.

Traffic Controls

An applicant should comply with: - traffic lights, road signs, road markings, pedestrian crossings, School Wardens, Gardaí, bus lanes, tram lanes and cycle lanes or a fault may be recorded for 'Traffic Controls' as appropriate.

Examples of 'Traffic Control' faults include:

- (a) **Traffic Lights:** Not stopping for a red light as required, including where a tester has to offer advice. (See also 'Progress', (a) (b) (c) and (h). This includes where an applicant drives past a red light onto an arrowed box, which is painted near the centre of the junction, and to be used by traffic which is turning right. However where traffic lights are out of action, or are stuck on 'red' at a junction, the tester, having given reasonable time to the applicant to assess the situation, should say to the applicant, "These lights appear to be out of order, or faulty, you should proceed with caution". In an extreme case it may be necessary to divert temporarily from the route by e.g. turning left.
- (b) **Traffic Signs:** In all cases, the applicant should have a reasonable opportunity to see the sign on the approach. Where a 'STOP' sign is set back a distance from a junction, an applicant should stop at the stop line, (or where the line should normally be), but if the applicant stops at the sign, a fault should not be recorded. Where an applicant drives through a 'YIELD' sign at a junction, a fault may be recorded for 'Observation' or for 'Right-of-Way' as appropriate - (not for Traffic Controls in this case). Where an applicant does not comply with a Regulatory sign (which was clearly visible on the approach), the applicant should be advised not to proceed e.g. through a 'No Entry' sign, or should be advised to proceed in the direction indicated by e.g. a compulsory 'left turn' sign. A fault should be recorded as appropriate. Where an applicant does not comply with a STOP/GO sign at road works, a fault may be recorded for 'Traffic Signs'.
- (c) **Road Markings:** in all cases, the applicant should have a reasonable opportunity to see the road markings on the approach. Faded or worn markings mitigate any fault which may be incurred. Where confusing or inappropriate road markings are in situ, the tester should diplomatically advise the applicant on how to proceed. A fault should not be recorded in this case.

Examples of 'Road Marking' faults include:

- (a) **Disregard for a Box Junction:** Disregard for a continuous white line, but where an applicant is following behind a slow-moving vehicle e.g. a tractor, a cyclist, or a refuse collection truck, and overtakes on a continuous white line a fault should not be recorded for 'Traffic Control'. Where the applicant does stay behind the slow vehicle because of the continuous white line, a fault should not be recorded for 'Progress'. Where traffic lanes are marked and an applicant straddles the lanes, a fault should not be recorded for 'Road Markings' (see position in traffic lanes p.5). However where a continuous white line is marked on a bend and an applicant drives in an incorrect position, and also breaches the line unnecessarily, a fault may be recorded for 'Road Markings' only in this case. Where an applicant drives for a distance on, or straddles a hard shoulder in order to allow faster traffic to overtake a fault should not be recorded for 'Road Markings'. (See 'Position on the Straight'. p.5.)

Where an applicant has a reasonable opportunity to comply with 'chevron' or 'hatch' markings but does not do so, a fault may be recorded for 'Road Markings'.

Where an applicant follows an incorrect course at a right or left hand turn, and breaches the road markings in the process, a fault should not be recorded for 'Road Markings'. Where an applicant breaches 'No Entry' road markings, a fault should not be recorded for 'Road Markings', provided that the Regulatory Sign was clearly visible on the approach.

- (b) **Pedestrian Crossings:** All faults which are incurred at pedestrian crossings, or at Pelican crossings, including stopping on them, are recorded as 'Pedestrian Crossing' faults. However, faults which are incurred for not complying with Traffic Lights which control a junction, and which also incorporates a pedestrian crossing area, are recorded as 'Traffic Light' faults. Where an applicant does not proceed on a flashing amber light at a Pelican Crossing when the way is clear, a fault may be recorded for 'Pedestrian Crossings'.
- (c) **School Wardens:** If the applicant has not had reasonable time and opportunity to see the Warden(s), then no faults should be recorded.
- (d) **Gardaí:** In all cases, the applicant should have a reasonable opportunity and time to see the Garda.
- (e) **Bus Lanes:** Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road Markings'. Where an applicant encroaches unnecessarily for a distance on a bus lane, a fault may be recorded as appropriate, other than 'D1' and 'D' tests. A fault should not be recorded where a driver does not drive in a bus lane during the relevant hours, including bus applicants.
- (f) **Cycle Lanes -** Faults should not be double marked to include e.g. 'Position', 'Signs', or 'Road Markings'.

Right of Way

An applicant should yield the Right of Way as required while moving off, overtaking, changing lane, at junctions, at roundabouts, turning right and turning left, or a fault may be recorded for 'Right of Way' as appropriate.

In any situation where an apparent 'Yield Right of Way' fault is the result of inadequate or lack of appropriate Observations, a fault should be recorded for 'Observations', and not for 'Right of Way' in this case.

Reverse

An applicant should reverse the vehicle in a competent manner, taking the best possible observations and allowing the right-of-way as required, or a fault may be recorded for 'Reverse' as appropriate. Having reversed around the corner, the applicant should continue reversing in a straight line for approximately 3 Car Lengths (for Cat B). All faults which occur during the reverse manoeuvre should be recorded opposite 'Reverse' on the Report Sheet.

All Category 'B' reverses, including vans, should be along the left-hand kerb.

On the larger Category B vehicles, the Tester should be outside the vehicle.

The manoeuvre should be completed before any fault is recorded; regardless of how many times a particular type of fault occurs on the reverse.

Examples of 'Reverse' faults include:

- (a) Where an applicant obliges another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right-of-Way', (not both). This includes any other occasion where an applicant needs to reverse.
- (b) Where a manoeuvre is aborted by the applicant, e.g., for traffic reasons or vehicle off course, another attempt should be permitted. However, where the vehicle is seriously out of position and the applicant requests another attempt the applicant should be told that "it won't be necessary".
- (c) Where a category 'B' applicant reverses along the right-hand kerb due to a misunderstanding a fault may not be recorded. A left-hand reverse should then be completed.
- (d) Effective use of side mirror(s) is acceptable. However, where an applicant reverses using mirror(s) only, a fault may be recorded if e.g. effective use is not made of them, or if they are not angled correctly. The fault should be recorded opposite 'Observation' (Reverse).
- (e) Where an applicant hits or mounts a kerb, or goes off course, or makes inadequate progress, or uses excessive speed, or does not make proper use of the controls during the reverse manoeuvre, a fault may be recorded opposite 'Competently'.

Notes

Where an applicant requests permission to clear the windows, it should be granted.

In addition to observing the applicant, the tester should also observe the road and traffic situation at appropriate points during the manoeuvre.

Use of video or audio devices whilst reversing is only acceptable, if used in *addition* to the required observation.

Turnabout

An applicant should turn the vehicle around on the road in a competent manner, taking the best possible observations, and allowing the right-of-way as required, or a fault may be recorded for 'Turnabout' as appropriate. All faults which occur during the manoeuvre should be recorded opposite 'Turnabout'. The turnabout should be a normal manoeuvre, i.e. not starting off in reverse. A fault should not generally be recorded where an applicant turns the steering wheel while the vehicle is stationary (i.e. 'dead' steering). The manoeuvre should be completed before any fault/s is/are recorded. Only one fault may be recorded where necessary, opposite each heading, regardless of how many times a particular type of fault occurs on the turnabout.

Examples of 'Turnabout' faults include:

- (a) Where an applicant hits or bumps a kerb, or makes inadequate progress, or uses excessive speed, or does not make proper use of the controls, a fault may be recorded opposite 'Competently'.
- (b) Where an applicant obliges another road user to slow or stop, a fault may be recorded for 'Observation' or 'Right-of-Way'. (not both).
- (c) Effective use of side mirrors is acceptable. However, where an applicant reverses on the mirrors only, a fault may be recorded if e.g. effective use is not made of them, or if they are not angled correctly. The fault should be recorded opposite 'Observation' (Turnabout).

Notes

In addition to observing the applicant, the tester should also observe the road and traffic situation at appropriate points during the manoeuvre.

Use of Video or Audio devices whilst reversing is acceptable if used in addition to the required observation.

Parking

An applicant should park the vehicle competently, and legally, taking good observations, or a fault may be recorded for 'Parking' as appropriate. Where an applicant decides to park on single or double yellow lines, or block an entrance, or on a footpath etc, at the end of the test, the tester should ask if the applicant is "satisfied with the parking position". Where the applicant then moves the vehicle a fault other than a grade 3 may be recorded. No fault is recorded where a vehicle is incorrectly or illegally parked at the beginning of a test.

Automatic Transmission

In General use of the left foot is acceptable for braking whilst manoeuvring in confined areas, if done competently. A 'button' operated clutch is regarded as 'code 15', (disability related) when it is used by the applicant.

Request for Assistance

Where an applicant's field of vision is seriously obscured through no fault of the applicant, it is in order for the tester to give assistance.

Danger or Potential Danger

Where a tester takes control of a vehicle either verbally or physically due to an emergency situation outside the direct responsibility of the applicant, a fault may not be recorded in this case. Where the applicant is at fault and the tester takes control either verbally or physically, a fault may be recorded as appropriate.

Driving Fault Assessment Guidelines

Aspect	Grade 1 (Minor)	Grade 2 (More Serious)	Grade 3 (Dangerous or Potentially Dangerous)
<p>1. Rules/Checks</p> <p>This includes the door, mirrors, seat, seatbelt, head-restraint adjustments as per the Preamble, and helmet and protective gear adjustment for motorcyclists.</p>	<p>A Question not answered or incorrectly answered/ or deficient check.</p>	<p>3 or more questions not answered or incorrectly answered or deficient checks.</p> <p>A maximum of 1 fault may be recorded.</p>	<p>Not applicable.</p>
<p>2. Position</p>	<p>Slight infringement of Position;- on the straight, on bends, in traffic lanes, at cross-junctions, at roundabouts, turning right, turning left, stopping, following traffic, or weaving slightly.</p>	<p>Incorrect position:- on the straight, on bends, in traffic lanes, at cross-junctions, at roundabouts, turning right, turning left, stopping, following traffic, more serious weaving.</p>	<p>Dangerous or potentially dangerous incorrect position:- on the straight, on bends, in traffic lanes, at cross-junctions, at roundabouts, turning right, turning left, stopping, following traffic. Weaving dangerously.</p>
<p>3. Observations</p>	<p>Slight infringement when taking observation.</p>	<p>Not taking proper observation.</p>	<p>Dangerous/potentially dangerous lack of observation.</p>
<p>4. React to Hazards</p>	<p>Inadequate reaction to hazards.</p>	<p>Not reacting properly to hazards.</p>	<p>Failure to react to hazards.</p>
<p>5. Mirrors</p>	<p>Slight misuse of mirrors.</p>	<p>Not using mirrors as and when required.</p>	<p>Not applicable when on the straight, or on 'B' car tests. Can apply to all HGV's and to category 'B' type vans and pick-ups, where direct observations could not be taken via the windows. Includes 'EB'.</p>
<p>6. Clearance</p>	<p>Slight infringement when passing by a pedestrian, cyclist, stationary vehicle, other traffic, or object.</p>	<p>Allowing insufficient clearance to a pedestrian, cyclist, stationary vehicle, other traffic, or object.</p>	<p>Driving dangerously close to a pedestrian, cyclist, stationary vehicle, other traffic, or object.</p>

Aspect	Grade 1 (Minor)	Grade 2 (More Serious)	Grade 3 (Dangerous or Potentially Dangerous)
6. Overtake Safely	Overtaking near a hill, bend, or a narrow road. Allowing too much clearance.	Overtaking close to a hill, bend, narrow road, or junction. Allowing excessive clearance. Moving in too soon.	Overtaking dangerously close to a hill, bend, or on a narrow road. Overtaking while being overtaken. Dangerously cutting in.
7. Signals	Slight misuse of signal. Incorrect hand-signal.	Not giving correct signal in good time. Not cancelling a signal in good time. 3 or more incorrect hand-signals. Beckoning to other road-users.	Beckoning dangerously to other road users.
7. Misleading Signal (Only applies where other road users are involved)	Slight misuse.	Misleading signal.	Having a left signal on when turning right. Having a right signal on when turning left. Having a left signal on when approaching a roundabout and intending to take the 2nd or subsequent exit.
8. Motorcycles	Slight inability.	Serious inability	Dangerously incompetent.
9. Courtesy	Slight infringement.	Serious infringement.	Not applicable.
10. Alighting	Slight infringement.	Serious infringement.	Dangerous infringement.
11. Progress	Slight inability/unwillingness to make progress.	Inadequate progress including at traffic lights. Causing obstruction.	Unnecessary delay, or causing severe obstruction at traffic lights.

Aspect	Grade 1 (Minor)	Grade 2 (More Serious)	Grade 3 (Dangerous or Potentially Dangerous)
12. Vehicle Controls	<p>Slight misuse of primary control.</p> <p>Inability to demonstrate a secondary control.</p> <p>Misuse of a secondary control during the practical test</p> <p>Slight lack of expertise in coupling/uncoupling.</p> <p>Inability to describe a technical check.</p> <p>Slight misuse of retarder/exhaust brake</p>	<p>Serious misuse of primary control.</p> <p>Inability to demonstrate 3 secondary controls.</p> <p>Serious misuse of secondary controls during the practical test.</p> <p>Inability to describe 3 technical checks.</p> <p>Inability to operate the retarder/exhaust brake as fitted to the vehicle</p> <p>Inadequate expertise in coupling/uncoupling.</p>	<p>Dangerously incompetent use of primary control.</p> <p>Completely unable to couple/uncouple units.</p> <p>Potentially dangerous lack of expertise when uncoupling or recoupling.</p>
13. Speed	Slight misuse of speed.	<p>Excessive speed.</p> <p>Exceeding the speed limit.</p>	<p>Dangerously excessive speed.</p> <p>Wilful disregard of speed limit.</p>
14. Traffic Controls	Slight infringement.	Serious infringement.	Complete disregard, or where obstruction is caused in a bus, tram, or cycle lane.
15. Right of Way	Slight infringement of Right of Way	Not yielding Right of Way as required causing inconvenience.	<p>Not yielding Right of Way causing danger.</p> <p>Overtaking in the face of oncoming traffic.</p>
16. Reverse	<p>Slight lack of: Competency (control, position, progress).</p> <p>Observation.</p> <p>Right of way.</p>	<p>Serious lack of: Competency (control, position, progress).</p> <p>Observation.</p> <p>Right of way,</p>	<p>Dangerous lack of: Competency (control, position).</p> <p>Observation.</p> <p>Right of way.</p>

Aspect	Grade 1 (Minor)	Grade 2 (More Serious)	Grade 3 (Dangerous or Potentially Dangerous)
17. Turnabout	Slight lack of: Competency (control, position, progress). Observation. Right of way.	Serious lack of: Competency (control, position, progress). Observation, Right of way,	Dangerous lack of: Competency (control, position). Observation. Right of way.
18. Parking	Slight lack of: Competency (control, position, progress). Observation.	Serious lack of: Competency (control, position, progress). Observation.	Dangerous lack of: Competency (control, position,) Observation. Illegal position.

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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