WHEELED VEHICLE DRIVER

**DRIVER'S ROAD TEST CHECKLIST**

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| **NAME\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  | **DATE\_\_\_\_\_\_\_\_\_** | **VEHICLE\_\_\_\_\_\_\_\_\_\_** |
| **ORGANIZATION\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | | **EXAMINER\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | |

**PREVENTATIVE MAINTENANCE CHECKS AND SERVICES TEST**

*Performed in the Motor Stables*

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| **BEFORE STARTING ENGINE**  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Ensure vehicle is properly dispatched |
| \_\_\_\_\_\_\_ | Sign DD Form 1970 and/or other forms as required. |
| \_\_\_\_\_\_\_ | Perform before-operations maintenance checks and services (PMCS) using appropriate -10 manual. |
| \_\_\_\_\_\_\_ | Properly complete DA Form 2404. |
| \_\_\_\_\_\_\_ | Unchock wheels and stow chock blocks (as required). |
| \_\_\_\_\_\_\_ | Adjust all mirrors. |
| \_\_\_\_\_\_\_ | Adjust seat. |
| \_\_\_\_\_\_\_ | Fasten seat belt/safety restraint. |

# VEHICLE CONTROL TEST

*Performed in a controlled environment such as a large parking lot.*

*The examiner will evaluate each maneuver in this phase of the testing from outside the vehicle.*

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| **STARTING ENGINE** (After complete PMCS, properly start the vehicle engine.)  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Ensure proper gear selection such as neutral. |
| \_\_\_\_\_\_\_ | Warm engine properly. |
| \_\_\_\_\_\_\_ | Check to ensure all gauges are functioning properly. |
| **FORWARD STOP** (Pull vehicle forward through a straight alley and then stop the vehicle so that the front bumper is within 2 feet of the forward stop line.)  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Select proper gear. |
| \_\_\_\_\_\_\_ | Release parking brakes. |
| \_\_\_\_\_\_\_ | Look back and check for traffic (use mirrors and windows). |
| \_\_\_\_\_\_\_ | Give proper signal. |
| \_\_\_\_\_\_\_ | Allow traffic to pass. |
| \_\_\_\_\_\_\_ | Make a smooth start. |
| \_\_\_\_\_\_\_ | Brake smoothly. |
| \_\_\_\_\_\_\_ | Check mirrors periodically. |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). |
| \_\_\_\_\_\_\_ | Stop vehicle front bumper within 2 feet of the stop line. |
| **STRAIGHT LINE BACKING** (Back the vehicle through a straight alley and then stop the vehicle so that the rear bumper is within 2 feet of the stop line.)  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Look behind vehicle before backing. |
| \_\_\_\_\_\_\_ | Sound horn. |
| \_\_\_\_\_\_\_ | Back slowly. |
| \_\_\_\_\_\_\_ | Back smoothly. |
| \_\_\_\_\_\_\_ | Back in a straight line using mirrors and ground guide (50 feet within 6 inches of line laterally). |
| \_\_\_\_\_\_\_ | Maintain adequate air pressure (as required). |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). |
| \_\_\_\_\_\_\_ | Stop vehicle rear bumper within 2 feet of the stop line. |
| **RIGHT TURN** (Drive the vehicle forward approximately 30–50 feet, and then turn the vehicle right around a cone or other point. Bring the rear of the vehicle within 6–12 inches from the cone without touching it.)  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Select proper gear. |
| \_\_\_\_\_\_\_ | Release parking brakes. |
| \_\_\_\_\_\_\_ | Look back and check for traffic (use mirrors and windows). |
| \_\_\_\_\_\_\_ | Give proper signal. |
| \_\_\_\_\_\_\_ | Allow traffic to pass. |
| \_\_\_\_\_\_\_ | Make a smooth start. |
| \_\_\_\_\_\_\_ | Give proper signal in advance of turn. |
| \_\_\_\_\_\_\_ | Avoid swinging too wide. |
| \_\_\_\_\_\_\_ | Maintain safe speed. |
| \_\_\_\_\_\_\_ | Avoid cutting corners. |
| \_\_\_\_\_\_\_ | Bring rear of vehicle with 6 to 12 inches from the cone or point without touching it. |
| \_\_\_\_\_\_\_ | Straighten out properly. |
| \_\_\_\_\_\_\_ | Check mirrors periodically (for traffic and off tracking). |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). |
| \_\_\_\_\_\_\_ | Brake smoothly. |
| **ALLEY DOCK** (Pull the vehicle forward past the alley, keeping the alley entrance on the left. Back in a 45-degree curve into the alley without touching the sides, and stop the rear of the vehicle within 2 feet of the stop line at the rear of the alley.)  FAILS TO -- | | |
| \_\_\_\_\_\_\_ | Select proper gear. |
| \_\_\_\_\_\_\_ | Release parking brakes. |
| \_\_\_\_\_\_\_ | Look back and check for traffic (use mirrors and windows). |
| \_\_\_\_\_\_\_ | Give proper signal. |
| \_\_\_\_\_\_\_ | Allow traffic to pass. |
| \_\_\_\_\_\_\_ | Make a smooth start. |
| \_\_\_\_\_\_\_ | Brake smoothly after pulling past alley. (Keep alley on left side of vehicle). |
| \_\_\_\_\_\_\_ | Look behind vehicle before backing. |
| \_\_\_\_\_\_\_ | Sound horn. |
| \_\_\_\_\_\_\_ | Back slowly. |
| \_\_\_\_\_\_\_ | Back smoothly. |
| \_\_\_\_\_\_\_ | Back in a 45-degree curve into the alley using mirrors and ground guide. |
| \_\_\_\_\_\_\_ | Avoid touching sides of alley. |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). |
| \_\_\_\_\_\_\_ | Stop vehicle rear bumper within 2 feet of the stop line. |

# ON-THE-ROAD DRIVING TEST

*Performed over a well planned route in the local community.*

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| **PULLING OUT**  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Select proper gear. | |
| \_\_\_\_\_\_\_ | Release parking brakes. | |
| \_\_\_\_\_\_\_ | Look back and check traffic (use mirrors and windows). | |
| \_\_\_\_\_\_\_ | Give proper signal. | |
| \_\_\_\_\_\_\_ | Allow traffic to pass. | |
| \_\_\_\_\_\_\_ | Make a smooth start. | |
| \_\_\_\_\_\_\_ | Check all gauges periodically. | |
| \_\_\_\_\_\_\_ | Check mirrors periodically. | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **DRIVING IN TRAFFIC (SPEED)**  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Stay within the speed limits. | |
| \_\_\_\_\_\_\_ | Reduce speed when required by road conditions. | |
| \_\_\_\_\_\_\_ | Maintain adequate speed (drives too slow). | |
| \_\_\_\_\_\_\_ | Maintain constant speed as much as possible (feeds gas erratically). | |
| \_\_\_\_\_\_\_ | Maintain proper speed for gear selection. | |
| \_\_\_\_\_\_\_ | Reduce speed when required by traffic conditions. | |
| \_\_\_\_\_\_\_ | Check all gauges periodically. | |
| \_\_\_\_\_\_\_ | Check mirrors periodically. | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **DRIVING IN TRAFFIC (ATTENTION, ATTITUDE)**  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Stay in proper lane. | |
| \_\_\_\_\_\_\_ | Maintain proper following distance from vehicle ahead in traffic (twice the speedometer reading in feet). | |
| \_\_\_\_\_\_\_ | Maintain proper following distance at high speeds (40 mph or over) from vehicle ahead on open highways (two times the speedometer reading in yards). | |
| \_\_\_\_\_\_\_ | Anticipate action of other drivers and pedestrians. | |
| \_\_\_\_\_\_\_ | Observe and obey signs, signals, and/or police officers. | |
| \_\_\_\_\_\_\_ | Give necessary warning (sound horn). | |
| \_\_\_\_\_\_\_ | Yield right-of-way to other vehicles. | |
| \_\_\_\_\_\_\_ | Yield right-of-way to pedestrians. | |
| \_\_\_\_\_\_\_ | Be courteous toward other drivers. | |
| \_\_\_\_\_\_\_ | Slow down when approaching railroad grade crossings. | |
| \_\_\_\_\_\_\_ | Stop, look, and listen both ways before entering railroad grade crossings (**HAZMAT** only). | |
| \_\_\_\_\_\_\_ | Prevent creeping or drifting when stopped. | |
| \_\_\_\_\_\_\_ | Perform during-operations maintenance. | |
| \_\_\_\_\_\_\_ | Check all gauges periodically. | |
| \_\_\_\_\_\_\_ | Check mirrors periodically. | |
| \_\_\_\_\_\_\_ | Maintain adequate air pressure (as required). | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **USE OF CONTROLS**  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Use proper shifting patterns (upshifting and downshifting). | |
| \_\_\_\_\_\_\_ | Avoid racing engine. | |
| \_\_\_\_\_\_\_ | Start on hill without rolling back. | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| \_\_\_\_\_\_\_ | Check all gauges periodically. | |
| \_\_\_\_\_\_\_ | Maintain constant engine speed. | |
| **LEFT TURN** (Perform at least 8 left turns during course of test.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Give proper signal in advance. | |
| \_\_\_\_\_\_\_ | Turn from proper lane (usually adjacent to centerline). | |
| \_\_\_\_\_\_\_ | Turn into proper lane (usually immediately to the right of the centerline). | |
| \_\_\_\_\_\_\_ | Avoid cutting corners. | |
| \_\_\_\_\_\_\_ | Maintain safe speed. | |
| \_\_\_\_\_\_\_ | Straighten out properly. | |
| \_\_\_\_\_\_\_ | Check mirrors periodically (for traffic and off tracking). | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **RIGHT TURN** (Perform at least 8 right turns during course of test.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Give proper signal in advance. | |
| \_\_\_\_\_\_\_ | Turn from proper lane (usually the right lane). | |
| \_\_\_\_\_\_\_ | Turn into proper lane (usually the right lane). | |
| \_\_\_\_\_\_\_ | Avoid swinging too wide. | |
| \_\_\_\_\_\_\_ | Maintain safe speed. | |
| \_\_\_\_\_\_\_ | Avoid cutting corners. | |
| \_\_\_\_\_\_\_ | Straighten out properly. | |
| \_\_\_\_\_\_\_ | Check mirrors periodically (for traffic and off tracking). | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **STRAIGHT SECTION OF URBAN BUSINESS STREETS** (This section should be 1 to 2 miles long. It should contain through intersections, and intersections with traffic lights, and have moderate traffic density. Try to get a section where the driver can make lane changes somewhere along the route. The section should be one that demonstrates how the driver copes with traffic in a typical business area.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Select proper/appropriate lane. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Maintain appropriate speed. | |
| \_\_\_\_\_\_\_ | Signal all lane changes. | |
| \_\_\_\_\_\_\_ | Make smooth lane changes. | |
| \_\_\_\_\_\_\_ | Cancel lane change signal. | |
| **INTERSECTIONS** (Two through intersections, and two intersections where a stop has to be made. If possible, these intersections should be performed in an urban area.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Observe traffic to the rear, using mirrors and windows. | |
| \_\_\_\_\_\_\_ | Select proper/appropriate lane. | |
| \_\_\_\_\_\_\_ | Brake smoothly. | |
| \_\_\_\_\_\_\_ | Use engine as a brake by downshifting the transmission (manual transmissions only). | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Avoid riding the clutch. | |
| \_\_\_\_\_\_\_ | Conduct a controlled stop. (Avoid coasting to a stop.) | |
| \_\_\_\_\_\_\_ | Maintain proper gap to vehicle in front. | |
| \_\_\_\_\_\_\_ | Come to a full stop. | |
| \_\_\_\_\_\_\_ | Stop before the stop line. | |
| \_\_\_\_\_\_\_ | Stop with wheels straight ahead. | |
| \_\_\_\_\_\_\_ | Stop when necessary. | |
| **RAILWAY CROSSINGS** (Try to get at least one controlled and one uncontrolled crossing. The crossings should have enough sight distance to determine if the driver makes head search movements when approaching each crossing. The driver’s attempt to look left and right down the track will often be the only way to tell if the driver noticed the crossing. If the test area does not have any railway crossings, simulate this exercise.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Observe traffic to the rear, using mirrors and windows. | |
| \_\_\_\_\_\_\_ | Check for trains. | |
| \_\_\_\_\_\_\_ | Follow relevant laws. | |
| \_\_\_\_\_\_\_ | Keep vehicle in same gear before and during crossing. | |
| \_\_\_\_\_\_\_ | Never stop with any portion of the vehicle over the tracks. | |
| **CURVES** (Two curves, one to the left and one to the right. Notice lane drift. Notice off–tracking if towing a trailer.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Observe traffic to the rear, using mirrors and windows. | |
| \_\_\_\_\_\_\_ | Reduce speed upon entering curve. | |
| \_\_\_\_\_\_\_ | Maintain speed while going through curve. | |
| \_\_\_\_\_\_\_ | Stay in same lane while going through curve. | |
| **TWO-LANE RURAL OR SEMI-RURAL ROAD** (This section should be about 2 miles long. If there is no rural road near the motor pool, an industrial street with few entrances and a higher speed limit is a good substitute. An undeveloped suburban road is also a good substitute. In general, use any road that has characteristics similar to a rural road.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Select proper/appropriate lane. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Maintain appropriate speed. | |
| \_\_\_\_\_\_\_ | Signal all lane changes. | |
| \_\_\_\_\_\_\_ | Make smooth lane changes. | |
| \_\_\_\_\_\_\_ | Cancel lane change signal. | |
| **OVERTAKING AND PASSING**  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check for other traffic (use mirrors and windows). | |
| \_\_\_\_\_\_\_ | Signal in advance. | |
| \_\_\_\_\_\_\_ | Maintain proper following distance before passing. | |
| \_\_\_\_\_\_\_ | Pass in proper lane. | |
| \_\_\_\_\_\_\_ | Change lane gradually in passing. | |
| \_\_\_\_\_\_\_ | Return to proper lane only after signaling intent and ensuring that lane is clear. | |
| \_\_\_\_\_\_\_ | Obey "no passing" signs, rules, or regulations (such as hills, curves, and intersections). | |
| \_\_\_\_\_\_\_ | Check mirrors periodically. | |
| \_\_\_\_\_\_\_ | Check all gauges periodically. | |
| \_\_\_\_\_\_\_ | Keep both hands on steering wheel (except as required by driving needs). | |
| **EXPRESSWAY** (This section should start with a conventional ramp entrance and end with a conventional ramp exit. The section should be long enough for a heavy vehicle to make two lane changes during the section. A section of highway can be used if there is no expressway available.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check surrounding traffic at all times (including blind spots). | |
| \_\_\_\_\_\_\_ | Signal on. | |
| \_\_\_\_\_\_\_ | Avoid stopping. | |
| \_\_\_\_\_\_\_ | Merge smoothly by matching traffic flow (speed and proper distance). | |
| \_\_\_\_\_\_\_ | Cancel signal. | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Signal all lane changes. | |
| \_\_\_\_\_\_\_ | Make smooth lane changes. | |
| \_\_\_\_\_\_\_ | Cancel lane change signal. | |
| \_\_\_\_\_\_\_ | Signal intent to exit. | |
| \_\_\_\_\_\_\_ | Merge smoothly to exit lane. | |
| \_\_\_\_\_\_\_ | Ensure adequate spacing. | |
| \_\_\_\_\_\_\_ | Decelerate in exit lane. | |
| \_\_\_\_\_\_\_ | Utilize proper ramp speed. | |
| \_\_\_\_\_\_\_ | Cancel exiting turn signal. | |
| **DOWNGRADE** (The grade should be steep enough and long enough to require gearing down and braking. A steep short hill is the next best choice if a long grade cannot be found. If the area does not have any steep grades, simulate this exercise.  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check brakes before beginning downgrade. | |
| \_\_\_\_\_\_\_ | Place vehicle in proper gear. | |
| \_\_\_\_\_\_\_ | Apply steady braking on grade. | |
| \_\_\_\_\_\_\_ | Avoid riding the clutch. | |
| \_\_\_\_\_\_\_ | Maintain a steady speed. | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| **UPGRADE** (The grade should be steep enough and long enough to require gear changing to maintain speed. A steep short hill is the next best choice if a long grade cannot be found. Use the same grade for both the downgrade and the upgrade if it is hard to find steep grades in the area.  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Place vehicle in proper gear. | |
| \_\_\_\_\_\_\_ | Stay in right lane. | |
| \_\_\_\_\_\_\_ | Use 4-way flashers if speed drops below general traffic speed. | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| **DOWNGRADE FOR STOPPING** (This is a grade where a vehicle can safely stop (or pull off) and park for a minute or so. The grade only needs to be steep enough to cause a vehicle to roll if the driver does not park properly. If the area does not have any steep grades, simulate this exercise.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Check brakes before beginning downgrade. | |
| \_\_\_\_\_\_\_ | Move to proper lane. | |
| \_\_\_\_\_\_\_ | Place vehicle in proper gear. | |
| \_\_\_\_\_\_\_ | Apply proper turn signal. | |
| \_\_\_\_\_\_\_ | Apply steady braking on grade. (Smooth deceleration.) | |
| \_\_\_\_\_\_\_ | Avoid riding the clutch. | |
| \_\_\_\_\_\_\_ | Conduct a controlled stop. (Avoid coasting to a stop.) | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Apply parking brake. | |
| \_\_\_\_\_\_\_ | Turn tires toward curb. | |
| \_\_\_\_\_\_\_ | Chock wheels. | |
| **UPGRADE FOR STOPPING** (This is another grade where a vehicle can safely stop and park for a minute or so. If necessary, use the same grade as for the downgrade stop.)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Place vehicle in proper gear. | |
| \_\_\_\_\_\_\_ | Stay in right lane. | |
| \_\_\_\_\_\_\_ | Use 4-way flashers if speed drops below general traffic speed. | |
| \_\_\_\_\_\_\_ | Check traffic in all directions. | |
| \_\_\_\_\_\_\_ | Check for pedestrians. | |
| \_\_\_\_\_\_\_ | Check for obstructions or road-side emergencies. | |
| \_\_\_\_\_\_\_ | Position vehicle appropriately in lane. Avoid hugging left or right of lane. | |
| \_\_\_\_\_\_\_ | Maintain appropriate distance from surrounding traffic. | |
| \_\_\_\_\_\_\_ | Apply proper turn signal. | |
| \_\_\_\_\_\_\_ | Apply steady braking on grade. (Smooth deceleration.) | |
| \_\_\_\_\_\_\_ | Apply parking brake. | |
| \_\_\_\_\_\_\_ | Turn tires away from curb. | |
| \_\_\_\_\_\_\_ | Chock wheels. | |
| **UNDERPASS OR LOW CLEARANCE, AND BRIDGE** (One underpass or low clearance, and one bridge.The underpass should have a posted clearance height. The bridge should have a posted weight limit. If there are no underpasses or bridges with posted limits, use ones that do not have posted limits. If necessary, substitute a bridge for an underpass, or an underpass for a bridge. If there are no low clearances or bridges, look for places that have signs a heavy vehicle driver should see. Examples of such signs are: “No Commercial Vehicles after 11:00 PM,” or “Bridge with 10 Ton Weight Limit in 5 Miles.”)  FAILS TO -- | | | |
| \_\_\_\_\_\_\_ | Note clearance limits of underpass | |
| \_\_\_\_\_\_\_ | Note weight limit on bridge | |
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| **ROAD TEST SCORE** | |  |
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| NUMBER OF ERROR TALLY MARKS | | \_\_\_\_\_ |
| (Tally errors from “On-The- Road Driving Test” only.) | |  |
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| ROAD TEST SCORE | | \_\_\_\_\_ |

A passing score is 25 errors or less. Errors accumulated on the “PMCS Test” and the “Vehicle Control Test” do not count toward the score on the driving portion of the road test.

An automatic failure should be imposed for any one of the following reasons:

1. Any unsafe act.
2. Failure to properly perform “PMCS Test”.
3. Not knowing location and function of gauges and controls.
4. Unsatisfactory performance on “Vehicle Control Test”.
5. Undue nervousness.
6. Failure to achieve a minimum passing score on the “On-The-Road Driving Test”.
7. If the individual scores 24 errors or less, but the examiner feels that the individual needs additional training, the examiner has the right to recommend to the commander that no license be granted.

Whether the driver passes or fails any portion of the test, the examiner will review the results of the road test with him or her, and bring to the driver’s attention any weaknesses that require further practice or training. Record the main points of this review in the space below.

**REMARKS:**