



**Government  
of South Australia**

Department of Planning,  
Transport and Infrastructure

**AUTHORISED EXAMINER MANUAL**

**VEHICLE ON ROAD TEST (VORT)**

**FOR**

**CLASS 'CAR' (C)**



# AUTHORISED EXAMINER MANUAL

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## REVISION STATUS

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**PROCEDURE SECTION OF THE VORT OPERATOR'S MANUAL****PART A****PROCEDURES SECTION**

of the

**AUTHORISED EXAMINER MANUAL**

**This Section contains the Procedures governing the conduct of Vehicle-On-Road-Tests (VORT). All Examiners including Authorised Examiners are required to comply with the processes as described in this Section.**

## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT)

### 1. PURPOSE

The purpose of this procedure is to provide instructions to Authorised Examiners in the method of performing a Vehicle-On-Road-Test to the standards and specifications required by the Standards and Accreditation section from the Department of Planning, Transport and Infrastructure (DPTI) as stated within this manual.

### 2. SCOPE

- This procedure only applies to a class "C" VORT.
- This procedure only applies to Authorised Examiners pursuant to the Motor Vehicles Act 1959.
- VORT cannot be conducted on CHRISTMAS DAY, GOOD FRIDAY, **before 10 am on any Sunday or before 10 am on any Gazetted public holiday**
- before 7.30am or after 6.30pm from 1 September to 31 March
- before 8.00 am or after 4.00pm from 1 April to 31 August.

### 3. REFERENCES

- THE DRIVER'S HANDBOOK.
- DRIVING COMPANION.
- AUTHORISED VORT ROUTES.
- RULES GOVERNING THE INSTRUMENT OF APPOINTMENT.
- AUSTRALIAN ROAD RULES and ancillary or miscellaneous regulations.
- ROAD TRAFFIC ACT.

### 4. DEFINITIONS

- 4.1 **"APPLICANT"** means an applicant seeking to undertake a VORT to obtain a certificate of competency and includes a learner driver, overseas licence holder, a holder of a Section 80 permit and a person required to be re-tested as imposed by a court.
- 4.2 **"CODE"** means the letter or letters identifying a single action required to be performed by the applicant. A performance check is made up of either a single code or a group of codes.

## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT)

- 4.3 **"COMPLETED ACTION"** means the act of performing all performance checks in the negotiation of a single hazard or a combined set of related hazards.
- 4.4 **"CSC"** means DPTI Customer Service Centre/Service SA (formerly known as Motor Registration Section).
- 4.5 **TRUMPS (DPTI Approved Booking System)** means the computer system used by all Customer Service Centres to record all VORT bookings.
- 4.6 **"EXAMINER"** means an "Authorised Examiner" and includes an Authorised Examiner.
- 4.7 **"MARKING"** means placing a slash in the "Y" column, a code in the "N" column or a slash in the "NA" column and includes marking the details in the spaces provided in the Immediate Fail Items, Manoeuvres, and the General Drive Sections. (See page 17 for the Procedure (5) on marking the VRS).
- 4.8 **"PERFORMANCE CHECK" or "PC"** means a single code or combined set of codes which are required to be performed in a specific manner by the driver at a specific location while approaching or negotiating a hazard (NOTE: All the codes on a single line on a VORT route sheet are considered as one performance check).
- 4.9 **"SECTION 80 PERMIT"** means a permit issued under Section 80 of the Motor Vehicles Act.
- 4.10 **"STANDARD"** means the criteria controlling the application of each code in the assessment of the performance of the applicant as laid down in the "Standards" section of this manual.
- 4.11 **"VORT RECORDING SHEET" or "VRS"** means the form approved by the Registrar on which The Authorised Examiner records the details of the performance of the applicant while conducting a VORT.
- 4.12 **"VORT MONTHLY RETURN" or "VMR"** means the form on which The Authorised Examiner records the details of all VORT's conducted for each month. This form must be returned to, and received by, Standards and Accreditation within **seven** days of the end of the month to which the VMR applies.

## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT)

### 5. PROCEDURE FOR PERFORMING THE VORT

#### 5.1 COMPLIANCE WITH THE RULES

The Authorised Examiner conducting the VORT shall comply with the Rules Governing the Authorised Examiner referred to in the Instrument of Appointment.

#### 5.2 DUTIES OF THE AUTHORISED EXAMINER PRIOR TO CONDUCTING THE VORT

The Authorised Examiner conducting the VORT shall comply with the following duties before commencing the VORT:

5.2.1 The Authorised Examiner shall check the identity of the applicant by at least one of the following means:

- 1) Check the applicant against the photo-permit;
- 2) Check the applicant against an old photo-permit and signature on the temporary permit;
- 3) Check the applicant against a photo-licence (of a different class) and signature of the current permit; or
- 4) Check the applicant against the signature on the temporary permit and other acceptable documentation such as a passport, student identification card, school letter, other photo identification or recognised credit cards.

5.2.2 The Authorised Examiner shall check that the learner's permit or a Section 80 permit is current and in the possession of the applicant (NOTE: A temporary learner's permit is valid for only **ONE month** from the date of the cash register imprint and it must be signed);

5.2.3 The Authorised Examiner shall ensure that all learner's permit conditions are adhered to while conducting the VORT;

5.2.4 The Authorised Examiner shall ensure that the applicant complies with any condition or restriction on the learner's permit (eg. the wearing of glasses or contact lenses if the permit is coded with "S");

## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT) – (continued)

- 5.2.5 The Authorised Examiner shall check that the vehicle to be used for the VORT is registered and roadworthy (see Procedure (2) on page 10), and this check shall be done at the nominated start point for the test route;
- 5.2.6 In the interest of safety, The Authorised Examiner shall ensure that the applicant wears appropriate footwear during a VORT. Footwear, which is considered **NOT** appropriate, includes the following:
- 1) Bare feet;
  - 2) Thongs or similar footwear without a heel support or strap;
  - 3) Platform soles;
- NOTE: Example of appropriate footwear would be sneakers or similar flat soled shoes.**
- 5.2.7 The Authorised Examiner shall ensure that his or her Authorised Motor Driving Examiners licence **is clearly displayed on their person** in accordance with the Motor Vehicles Act;
- 5.2.8 The Authorised Examiner shall give a **BRIEF** explanation to the applicant of the following:
- 1) What is required to pass a VORT?
  - 2) How the directions will be given; and
  - 3) What is expected of the applicant (eg. to give a safe, efficient drive and obey the road rules); and
- 5.2.9 The Authorised Examiner shall ensure that during the conduct of a VORT no other passengers are carried in the vehicle other than an Accreditation Auditor from DPTI.

### 5.3 DUTIES OF THE AUTHORISED EXAMINER IN CONDUCTING THE VORT

The Authorised Examiner conducting the VORT shall comply with the following requirements:

- 5.3.1 The Authorised Examiner shall conduct the VORT only on the authorised VORT route recorded on TRUMPS through a Service SA Customer Service Branch or DPTI Standards and Accreditation Section (Email Only) and the VORT must commence from the designated start point on that VORT route, **unless** requested otherwise by an Accreditation Auditor.



## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT) – (continued)

- 5.3.2 The Authorised Examiner **shall give directions** to the applicant using the method explained in Procedure (3) (see page 11) and **shall NOT give instruction** except to avoid danger, embarrassment, confusion or continuation of a traffic offence (**see IFI – No. 1.5** on page 28);
- 5.3.3 The Authorised Examiner shall mark each performance check on the VRS at the end of each completed action or at the earliest safe practicable opportunity after the completion of each action. (see Procedure (6) on page 23);
- 5.3.4 The Authorised Examiner shall request one demonstration only of each of the required manoeuvres at appropriate general locations unless an IFI has already occurred or the exemption for the parking manoeuvre occurs (see paragraph 5.5.2 of Procedure (5) on page 19) where the appropriate action must be taken;
- 5.3.5 The Authorised Examiner shall take all necessary and reasonable action to avoid danger during the VORT (**see IFI - No. 1.5** on page 28);
- 5.3.6 The Authorised Examiner **may terminate** the VORT if the applicant commits an IFI during the VORT (*including any period where the student is off route*) and the VRS must be marked in accordance with Section 5.4 of Procedure (5) for scoring the VORT (see page 18). The Authorised Examiner may then direct the applicant to the starting point of the VORT by the most practicable route **OR** may continue the VORT **but shall NOT continue to mark the VRS**;
- 5.3.7 The Authorised Examiner shall complete the marking of the VRS as soon as practicable after the end of the VORT (see Procedure (5) on page 18 for scoring the VRS);
- 5.3.8 **The Authorised Examiner shall calculate the score of the VORT only if the VORT is completed and no IFI occurs on the VORT** (see pages 52 for calculating the VORT score);
- 5.3.9 The Authorised Examiner shall record the result of the VORT on the VRS and provide the result to the applicant;

## PROCEDURE (1) FOR THE CONDUCT OF A VEHICLE-ON-ROAD-TEST (VORT) – (continued)

- 5.3.10 The Authorised Examiner shall provide a brief explanation of the result to the applicant detailing any errors occurring during the VORT;
- 5.3.11 The Authorised Examiner shall supply the applicant with the carbon copy of the VRS and retain the original VRS form;
- 5.3.12 If the applicant achieves the "PASS" criteria as laid down on page 53 of this manual, The Authorised Examiner shall accurately complete the next numbered Certificate of Competency, sign and date that certificate as soon as practicable after the VORT;
- 5.3.13 The Authorised Examiner shall ensure that the applicant signs and dates that Certificate of Competency in the presence of The Authorised Examiner;
- 5.3.14 The Authorised Examiner shall remove that completed original white certificate from The Authorised Examiner's book and give it to the applicant at the conclusion of the VORT;
- 5.3.15 The Authorised Examiner shall explain to the applicant that he or she is still under the conditions stated on the learner's or Section 80 permit until the Certificate of Competency has been presented to a Service SA Customer Service Centre, the licence fee has been paid, and the licence issued;
- 5.3.16 At the end of each month The Authorised Examiner will attach the pink duplicate copy of the Certificate of Competency to the VORT Monthly Return sheet and forward those documents so that they are received by the Standards and Accreditation within **seven** days after the end of the month to which the Monthly Return relates;
- 5.3.17 **In the event of a notifiable accident, the test will be terminated and the VRS marked accordingly unless the accident resulted from an Immediate Fail Item. (NOTE: If there is any doubt, the VORT must be recorded as an incomplete test and the matter referred to the Operations Coordinator).**

## PROCEDURE (2) FOR CONDUCTING THE PRE-TEST VEHICLE CHECK (continued)

### 5.1 PROCEDURE FOR PERFORMING THE VEHICLE CHECK

The Authorised Examiner shall ask the applicant to get into the vehicle and turn the ignition to the "ON" position (Do not start engine);

- 5.2 The Authorised Examiner shall check the following:
- That all brake lights fitted as original equipment operate correctly, as required by law;
  - That the left and right turn signals (indicators) operate correctly;
  - That the tyres have at least 1.5mm tread (not including the wear bars) visible on all parts that come into contact with the road;
  - That the vehicle has "L" plates (If applicable) which are clearly displayed both front and rear.
- The registration number of the vehicle and record the number on the VRS.
- That the registration label is clearly displayed and current at the time of the VORT. If the label is not current and the client can produce a Transport Services receipt or a 7 digit receipt number then the registration will be deemed as current.
- That the left and right turn signals (indicators) operate correctly;
  - That the warning device (horn) works correctly; and
- 5.4 In the event of rain, poor visibility or darkness, a check of windscreen wipers/washers and all lights should be made. **All lights which are fitted to the vehicle as original equipment must work correctly as required by law.**
- 5.5 If the VORT is to be conducted in a panel van or similar type vehicle which has restricted rearward vision a check should be made that the two exterior mirrors which are required to be fitted to that vehicle and are in good order.
- 5.6 If any of the above equipment is faulty and cannot be repaired within the time limits for the commencement of the VORT, **the test must not be conducted in that vehicle.**

**PROCEDURE (3) FOR DIRECTION GIVING DURING A VORT****4. DEFINITIONS**

**"DIRECTIONS"** or **"DIRECTION GIVING"** means the act of giving the applicant clear and accurate information, which covers only the location (except manoeuvres) and the requesting of the particular turn, task or manoeuvre. Directions may include the parameters that define a manoeuvre but must not contain anything which would assist the applicant in the performance of that task or manoeuvre.

**"INSTRUCTION"** means the act of giving explanations or assistance to the applicant or anything that would assist the applicant in the performance of a task or manoeuvre during the conduct of a VORT. Instruction includes teaching and giving hints or prompts by either verbal or physical means whether intentional or not.

**5. PROCEDURE FOR DIRECTION GIVING DURING A VORT**

- 5.1 The Authorised Examiner shall give all directions in a clear and concise manner in a voice, that is sufficiently loud to be heard by the applicant (or in a manner suitable for the applicant to clearly understand - eg appropriate hand signals for the hearing impaired);
- 5.2 The Authorised Examiner shall give the directions in sufficient time to allow the applicant ample opportunity to comply with the request.
- 5.3 The Authorised Examiner **shall repeat or confirm any direction** given to the applicant on request from that applicant **or in the event of possible confusion in the original direction;**
- 5.4 The Authorised Examiner shall, where practicable, support all given directions by means of appropriate hand signals in the field of view of the applicant (without obstructing the applicant's vision);
- 5.5 The Authorised Examiner should, where possible, use the **"AT-DO" method for giving directions**. The **"AT-DO"** method ensures that The Authorised Examiner first locates the place where the task is expected to be done, followed by what the task will be (**see point 5.9 below for the manoeuvres**);

## PROCEDURE (3) FOR DIRECTION GIVING DURING A VORT (cont.)

- 5.6 The Authorised Examiner must give compound directions covering two tasks that will be required of the applicant in quick succession. **Confirmation is often required with these directions to avoid confusion;**
- 5.7 The Authorised Examiner must NOT include **any instruction or assistance to the applicant when giving directions or at any other time**, except during the feedback session at the conclusion of the VORT. If instruction is required to avoid danger, embarrassment, confusion or continuation of a traffic offence, The Authorised Examiner is referred to **Immediate Fail Item** section.
- 5.8 If the applicant is unable to comply with the directions correctly given by The Authorised Examiner or refuses to comply with a correctly given direction, The Authorised Examiner shall refer to IFI section.
- 5.9 When requesting a manoeuvre, The Authorised Examiner shall **NOT** select the specific location but allow the applicant to choose the appropriate location for the manoeuvre. The Authorised Examiner may set a limit for choosing the location for a manoeuvre, but there must be at least three reasonable locations where the manoeuvre can be done before reaching the stated limit (see Procedure (4) for explaining the requirements of each manoeuvre on page 13).

**NOTE: The location for the manoeuvre is stated on the VORT Route.**

### 6. DOCUMENTATION

- NIL

## PROCEDURE (4) TO EXPLAIN THE REQUIREMENTS OF THE MANOEUVRES TO THE APPLICANT DURING THE VORT

### 1. PURPOSE

The purpose of this procedure is to provide instruction to Authorised Examiners in how to explain the requirements of each manoeuvre to the applicant during the VORT.

### 2. SCOPE

This procedure covers the giving of directions and explanations for each of the manoeuvres to the applicant by the Authorised Examiner just before the manoeuvre is attempted on the VORT.

### 3. REFERENCES

- STANDARDS SECTION (ON PAGE 24)
- PROCEDURE FOR THE CONDUCT OF A VORT (PARAGRAPH 5.3.4 ON PAGE 8)
- PROCEDURE (3) (PARAGRAPH 5.9 ON PAGE 12)
- THE DRIVER'S HANDBOOK
- DRIVING COMPANION
- RULES GOVERNING THE INSTRUMENT OF APPOINTMENT
- ROAD TRAFFIC & MOTOR VEHICLES ACTS & REGULATIONS

### 4. DEFINITIONS

**4.1 "MANOEUVRE"** means any of the exercises from the Standards Section of this Manual that has "MANOEUVRE" in the title. When referring to a specific manoeuvre the full title will be used.

### 5. PROCEDURE FOR EXPLAINING THE REQUIREMENTS FOR THE MANOEUVRES

The Authorised Examiner will conduct each manoeuvre in the following manner:

#### 5.1 'Moving Off' Manoeuvre.

5.1.1 The Authorised Examiner will identify the general area for the conduct of this manoeuvre from the VORT route;

5.1.2 The Authorised Examiner will request the applicant to select an appropriate location on a hill (if available), pull into the left and stop;

**NOTE: If a hill is not available see Note 1 on page 29 in the Standards Section for the 'Moving Off Manoeuvre.**

## PROCEDURE (4) TO EXPLAIN THE REQUIREMENTS OF THE MANOEUVRES TO THE APPLICANT DURING THE VORT (Cont.)

5.1.3 The Authorised Examiner will check whether the handbrake has been correctly applied and that the vehicle's gearbox has been placed in either 'neutral' or 'park'. If the vehicle has not been secured as above, The Authorised Examiner will request the applicant to apply the handbrake and place the gearbox into 'neutral' or 'park';

5.1.4 The Authorised Examiner will then request the applicant to "move off when ready".

### 5.2 'U' TURN MANOEUVRE

5.2.1 The Authorised Examiner will identify the general area for the conduct of this manoeuvre from the VORT route;

5.2.2 The Authorised Examiner will request the applicant to select a safe and legal location and do a complete 'U' turn;

5.2.3 Parameters may be set by The Authorised Examiner which will allow at least three safe locations where a 'U' Turn can easily be attempted. This may be done by prefixing The Authorised Examiner's request with the words "Before you get to the *'stated limit'...*";

5.2.4 If the applicant requests approval of the 'U' Turn location, The Authorised Examiner must state that it is the applicant's decision. The Authorised Examiner must not assist except to avoid danger or to prevent continuation of a traffic offence (**see I.F.I.** section).

### 5.3 'THREE POINT' TURN MANOEUVRE (TURNING AROUND IN THE ROAD USING FORWARD AND REVERSE GEARS)

5.3.1 The Authorised Examiner will identify the general area for the conduct of this manoeuvre from the VORT route.

5.3.2 The Authorised Examiner will request the applicant to select a safe and legal location and turn the vehicle around between the kerbs (or other defined limit - country locations) without touching a kerb (or other defined limit);

5.3.3 Parameters should be set by the Authorised Examiner which will allow at least three safe locations where a Three Point Turn can easily be attempted. This may be done by prefixing the Authorised Examiner's request with the words "Before you get to the *'stated limit'...*".

## PROCEDURE (4) TO EXPLAIN THE REQUIREMENTS OF THE MANOEUVRES TO THE APPLICANT DURING THE VORT (Cont.)

### 5.4 'ANGLE' PARKING MANOEUVRE

- 5.4.1 The Authorised Examiner will identify the general area for the conduct of this manoeuvre from the VORT route;
- 5.4.2 The Authorised Examiner will request the applicant to choose an angle parking bay and correctly park the vehicle front end towards the kerb or the closed end of the parking bay.
- 5.4.3 Before leaving the angle parking bay The Authorised Examiner will inform the applicant of the direction in which the Authorised Examiner wishes to travel. (e.g. "After reversing out of the parking bay, I would like you to move off to the right...").

**Note: If the VORT commences from the angle park bay, 5.4.3 should be performed first.**

### 5.5 'PARALLEL' PARKING MANOEUVRE

- 5.5.1 The Authorised Examiner will identify the area for the conduct of this manoeuvre from the VORT route;
- 5.5.2 The Authorised Examiner may direct the applicant to a safe and legal location on the left to do the parallel parking manoeuvre;
- 5.5.3 Once an appropriate position has been selected, the Authorised Examiner will ensure that the handbrake is applied and the vehicle is in 'neutral' or 'park';
- 5.5.4 The Authorised Examiner will set up the parking poles in accordance with the diagram on page 41 of this manual;
- 5.5.5 The Authorised Examiner will explain the following to the applicant before leaving the parking bay:

#### (1) For leaving the parking bay:

- From the parking bay, the applicant is required to position the vehicle to the right and forward of the front pole and parallel to the kerb;
- The vehicle must not touch the poles or drive between either pole and the kerb;
- Reversing may be used.



## PROCEDURE (4) TO EXPLAIN THE REQUIREMENTS OF THE MANOEUVRES TO THE APPLICANT DURING THE VORT (Cont.)

### (2) For entering and parking within the parking bay:

- From the position forward of the front pole, the applicant may reverse into the parking bay up to the rear pole;
- The applicant may drive forward up to the front pole;
- The applicant may then reverse to centralise the vehicle within the parking bay;
- In the final position, the vehicle must have both left wheels within 300 mm of the kerb and be central within the parking bay so that the vehicle is not less than 900 mm to the nearest pole;
- **Only one attempt** is permitted for this manoeuvre. The vehicle must **NOT** touch the kerb, touch any pole or pass between any of the poles and the kerb.

### 5.6 “PASS” CRITERIA FOR THE VORT (MANOEUVRES)

Except where an IFI has occurred, **The Authorised Examiner must require the applicant to attempt all of the five slow speed manoeuvres** during the VORT (see Reverse Parallel Parking exemption under paragraph 5.5.2 in Procedure (5) on page 19).

## 6. DOCUMENTATION

- VORT RECORDING SHEET.

## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (VRS)

### 4. DEFINITIONS

- 4.1 **"FAULT IDENTIFIER"** means the alpha-numeric identifier located in the extreme left side box of the VRS next to each IFI, manoeuvre or single action.
- 4.2 **"IMMEDIATE FAIL ITEM"** or **"IFI"** means an act or omission of an act by the applicant which results in the compulsory failure of a VORT (whether on route or off route) regardless of the standard of driving. IFI's are covered in the Standards Section.
- 4.3 **"MANOEUVRE"** means any of the exercises stated in the Standards Section, which has "MANOEUVRE" in the title. When referring to a specific manoeuvre the full title will be used.
- 4.4 **"READY RECKONER"** means the table of numbers at page 55, which has the total number of PC's assessed aligned with the total number of faults recorded. The uppermost horizontal line of numbers denote the number of performance checks (having made allowance for any non-applicable items). The vertical column of numbers to the left denotes the number of faults recorded. The point where the lines from the horizontal and vertical intersect will show the correct score for the General Drive section of the VORT (Score 2).

## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (continued)

### 5. PROCEDURE FOR COMPLETION OF VRS DETAILS

- 5.1 The Authorised Examiner shall score the VORT using only the VRS, and shall use a new VRS for each practical test.
- 5.2 The Authorised Examiner shall complete the following details on the VRS **before** a test is started:
- 5.2.1 Client's (permit) number and permit expiry date;
  - 5.2.2 Name (as appears on the permit);
  - 5.2.3 Overseas licence holder (Yes/No - delete non applicable item);
  - 5.2.4 The signature of the applicant;
  - 5.2.5 Examiner's Number (**Examiner conducting the VORT**);
  - 5.2.6 Examiner's surname (optional);
  - 5.2.7 Date and time (of VORT);
  - 5.2.8 Route Number (VORT route being used on the test);
  - 5.2.9 Auto/Manual (delete item which is not applicable);
  - 5.2.10 Registration number (of vehicle used for the VORT); and
  - 5.2.11 Make (of vehicle used for the VORT).
- 5.3 The Authorised Examiner shall mark the VORT in accordance with the procedure for conducting the VORT.
- 5.4 **IMMEDIATE FAIL ITEMS (IFI's)**
- 5.4.1. If the applicant incurs an IFI at anytime during the drive (whether on route or off route), The Authorised Examiner **shall place two diagonal lines** across the three boxes of the VORT route "section" alongside the next "PC" being assessed and print 'TEST TERMINATED' under the two lines;
  - 5.4.2. **Being unsuccessful in any of the manoeuvres does not constitute an "IFI". The Authorised Examiner is to continue to record the VORT.**

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## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (continued)

- 5.4.3 The Authorised Examiner shall circle the fault identifier in the extreme left box under "Immediate Fail Items", delete the inappropriate part of the fault heading and insert a short description of the IFI in the space provided;
- 5.4.4 The Authorised Examiner shall place the number of the "PC" where the IFI occurred in the box immediately to the right of the explanation (NOTE: If the IFI occurs over or between two "PC's", both numbers separated by a slash should be entered);
- 5.4.5 The Authorised Examiner shall NOT complete SCORE 1 or SCORE 2 but shall place the letters "IFI" in "TOTAL SCORE" box at the bottom of the VRS;
- 5.4.6 The Authorised Examiner may choose to continue around the VORT route **but shall not continue to score after the PC where the IFI occurred.**

### 5.5 MANOEUVRES

- 5.5.1 If a manoeuvre is performed correctly by the applicant (see Standards Section – Page 24) a slash is to be placed in the "YES" box to denote a score of 2 marks;
- 5.5.2 If the parallel parking manoeuvre cannot be done due to **strong wind** or **heavy rain**, a comment shall be made in the space provided and a slash is to be placed in the "YES" box to denote a score of 2 marks;
- 5.5.3 If the demonstration of a manoeuvre by the applicant fails to comply with the standard set down in the Standards Section, a circle shall be put around the fault identifier in the extreme left box of the "MANOEUVRES" Section. A brief description of the fault shall be entered in the space provided and a slash placed in the "NO" box for that manoeuvre;
- 5.5.4 The scores in the "YES" boxes, being worth 2 marks each, shall be added up and the total marks for this section shall be placed in the box next to SCORE 1;

## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (continued)

### 5.6 GENERAL DRIVE: MARKING THE PC's

The Authorised Examiner will use the process for marking the VRS in accordance with Procedure (6) on page 23 while complying with the following:

- 5.6.1 After the applicant correctly completes each PC, The Authorised Examiner shall place a slash in the box in column "Y" alongside the appropriate PC for the VORT route being used. This indicates a YES for that PC;
- 5.6.2 When the applicant omits an action—or performs an action incorrectly—(see Standards Section for compliance) The Authorised Examiner shall place the corresponding code for that action in the box in column "N" alongside the appropriate PC for the VORT route being used. **(NOTE: If two or more single actions were incorrectly performed or omitted for the one PC, either the first occurring fault code or both codes must be recorded);**
- 5.6.3 When the applicant strays from the VORT route, or The Authorised Examiner fails to observe the PC, or the action demonstrated by the applicant falls into the category of "NA", The Authorised Examiner shall place a slash in the shaded box in column "NA" alongside the appropriate PC;
- 5.6.4 If a PC is not assessed (e.g. SPEC), The Authorised Examiner shall place a slash in the box in column "NA" alongside that PC;
- 5.6.5 At the conclusion of the VORT and if no IFI has occurred, The Authorised Examiner shall add up the number of notations in each of the 3 columns marked "N" and place the totals in the box at the bottom of each column;
- 5.6.6 The Authorised Examiner shall add up the number of notations in each of the 3 columns marked "NA" and place the totals in the box at the bottom of each column;

## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (continued)

### 5.7 CALCULATION OF THE SCORE FOR GENERAL DRIVE (SCORE 2)

- 5.7.1 The Authorised Examiner shall obtain the total number of PC's from the VORT route (**last PC number**);
- 5.7.2 The Authorised Examiner shall add together the 3 totals from the boxes marked "NA" to find the overall **total of "NA's"**;
- 5.7.3 The Authorised Examiner shall obtain the number of PC's assessed by subtracting the total NA's (in 5.7.2) from the last PC number listed on the VORT used (see 5.7.1);
- 5.7.4 The Authorised Examiner shall add together the 3 totals from the boxes marked "N" to find the overall total of "NO's";
- 5.7.5 The Authorised Examiner shall obtain the corrected score using the Ready Reckoner provided on page 54. SCORE 2 is obtained by finding the **intersection** of the total number of "NO's" (vertical axis) from 5.7.4 and the total number of PC's assessed (horizontal axis) from 5.7.3;

### 5.8 GENERAL DRIVE - COMMENTS SECTION

- 5.8.1 The Authorised Examiner shall circle the fault identifier in the extreme left box under GENERAL DRIVE for any action for which a code was recorded in column "N";
- 5.8.2 The Authorised Examiner shall enter a short general description in the comments section alongside any action where a fault was recorded during the general drive;
- 5.8.3 The Authorised Examiner may place a 'good' or 'satisfactory' in the comments section where no fault was observed.

**NOTE: POOR, FAIR etc must not be used for descriptions of faults. Descriptions must be more specific eg. mirrors not checked etc.**

## PROCEDURE (5) FOR SCORING THE VORT USING THE VORT RECORDING SHEET (continued)

### 5.9 DETERMINING THE RESULT OF THE VORT

- 5.9.1 If an IFI has occurred on the VORT, the test is terminated and the result is a fail. The Authorised Examiner shall cross the "FAIL" box at the bottom of the VRS and place the letters "IFI" in the "TOTAL SCORE" box;
- 5.9.2 If there are no IFI's, The Authorised Examiner shall add SCORE 1 and SCORE 2 together and place the result in "TOTAL SCORE". A "TOTAL SCORE" of 90 or more results in a pass. The Authorised Examiner shall place a cross in the "PASS" box at the bottom of the VRS;
- 5.9.3 If there are no IFI's and the "TOTAL SCORE" is less than 90 (example: 89 or less) the result is a fail and The Authorised Examiner shall cross the "FAIL" box at the bottom of the VRS; and
- 5.9.4 If the VORT is an incomplete test due to an accident, breakdown or other such incident, The Authorised Examiner shall write the words "INCOMPLETE TEST DUE TO..." on the VRS over Sections 1, 2 and 3.

### 5.10 COMPLETING THE VRS

- 5.10.1 At the end of each VORT, The Authorised Examiner shall sign the VRS in the box marked "Examiner Signature" using his or her normal signature;
- 5.10.2 The Authorised Examiner shall give the applicant the carbon copy of the VRS and retain the original VRS; and
- 5.10.3 The Authorised Examiner shall complete the details of the VORT on the VORT Monthly Return as soon as practicable after the test.

**NOTE:** If the test is not performed for any reason, details should still be included in the VORT Monthly Return unless the test was cancelled through a Service SA Customer Service Centre prior to the day of the test.

## PROCEDURE (6) TO DESCRIBE HOW TO PERFORM THE MARKING PROCESS USING THE VRS DURING THE GENERAL DRIVE (Cont.)

### 5. PROCEDURE FOR METHOD OF MARKING EACH COMPLETED ACTION

The Authorised Examiner shall mark each completed action or group of related completed actions by the following process:

- 5.1 The Authorised Examiner shall identify the next turn or task from the VORT route being used;
- 5.2 The Authorised Examiner shall give the direction for the turn or task (in accordance with Procedure (3), page 11) to the applicant;
- 5.3 The Authorised Examiner should then observe the applicant for compliance with the process MSA, PT, OJ and sequence Q;
- 5.4 The Authorised Examiner should then identify any code which was either omitted, incorrectly performed or performed out of sequence in accordance with the Standard Section;
- 5.5 As soon as practicable after the completion of the task or turn and when it is safe, The Authorised Examiner should compare the identified error codes in 5.4 with all the PC codes for that completed action;
- 5.6 The Authorised Examiner must place any identified incorrectly performed code which matches the PC codes of that completed action in the VORT route in column 'N' of the VRS; **(NOTE: If an incorrectly performed code is NOT available in the PC codes for the assessed completed action, it MUST NOT be marked on the VRS.)**
- 5.7 If all the codes in the PC are correctly performed, The Authorised Examiner shall place a slash in column 'Y' alongside that PC;
- 5.8. If The Authorised Examiner is unable to assess the applicant on any of the codes in the PC for any reason (eg. off route, unable or missed checking the driver) a slash must be placed in column 'NA' alongside each PC where the code was not assessed;
- 5.9 The Authorised Examiner will repeat this process throughout the general drive section of the VORT unless an IFI occurs.

### 6 DOCUMENTATION

- VORT RECORDING SHEET
- VORT ROUTES



**PART B****STANDARDS SECTION**

of the

**AUTHORISED EXAMINER MANUAL**

**This Section contains the Standards to be applied when assessing an applicant on a Vehicle-On-Road-Test for a Class 'C' driver's licence in South Australia. All Examiners, including Authorised Examiners, are required to apply these Standards when conducting a VORT.**

DOT - DVO - IT200

## SECTION 1 - IMMEDIATE FAIL ITEMS (IFI)

If an applicant who is undertaking a practical driving test (VORT):

1. fails to comply with any of the items in this section;
2. commits any breach of road law;
3. drives in a manner, at a speed, or in an indecisive way, requiring assistance or intervention from The Authorised Examiner in order to avoid danger, embarrassment, confusion, or the continuation of any traffic offence as identified in this section;

An Immediate Fail Item (IFI) will be recorded and the practical test will be considered to have been failed by the applicant.

The Authorised Examiner must place two diagonal lines across the column under the performance check (PC) where the IFI event occurred **and must place "Test Terminated"** on the VRS after the diagonal lines. The Authorised Examiner **must cease to mark or record the practical test on the VRS** and return immediately to the start point by the shortest practicable route.

### IMMEDIATE FAIL ITEM

#### 1.1 DISOBEYS TRAFFIC LIGHTS, SIGNS OR ROAD MARKINGS

#### TRAFFIC LIGHTS, STOP SIGNS, ROAD MARKINGS AND CONTINUOUS LINES.

An immediate fail will be recorded if the applicant fails to comply with the Australian Road Rules.

### IMMEDIATE FAIL ITEM

#### 1.2 FAILS TO GIVE WAY

An immediate fail will be recorded if the applicant, when faced with a give way obligation, fails to give way. The applicant is deemed to have failed to give way if another vehicle or pedestrian is required to change speed or direction as a result of the applicant's action.

**NOTE:** Where a **borderline give way** situation occurs and *both vehicles are travelling near the appropriate speed for that part of the road*, a 'Judgement' fault must be marked in the General Drive Section in accordance with the standard on page 47.

## 1.3 IMMEDIATE FAIL ITEM

- (a) DRIVES WITHOUT DUE CARE, ATTENTION, OR
- (b) CONSIDERATION FOR OTHER ROAD USERS, OR
- (c) IN A MANNER DANGEROUS, OR
- (d) CREATES A DANGEROUS SITUATION

An immediate fail will be recorded if the applicant fails to comply with the Australian Road Rules.

### This IFI includes but is not limited to:

1. Turns to the incorrect side of the road (left or right - see Note 1);
2. Mounts a kerb or traffic island at any time during the VORT (see Note 2);
3. Follows other traffic with less than a three second safety margin for more than 5 seconds (at a speed of 30 km/h or more);
4. Fails to keep a safe clearance from other vehicles, cyclists, pedestrians, parked vehicles or any other stationary object (see Note 3);
5. Knocks over any parking pole and fails to stop immediately; or collides with a fixed or stationary object;

#### NOTE:

1. 'Incorrect side of the road' includes crossing the centre line or imaginary centre line where it was **practicable** to keep left of the centre line.
2. In item 2 above, '**mount**' means a wheel must ride up on top of the kerb and not just touch the kerb and does not include demounting a kerb when leaving private land (refer to Vehicle control on page 51). Touching the kerb is a turn fault (see page 46).
3. In item 4 above, the speed of the vehicle, available observation and defensive action by the applicant must be taken into consideration.

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## 1.3 IMMEDIATE FAIL ITEM (Continued)

- (a) DRIVES WITHOUT DUE CARE, ATTENTION, OR
- (b) CONSIDERATION FOR OTHER ROAD USERS, OR
- (c) IN A MANNER DANGEROUS, OR
- (d) CREATES A DANGEROUS SITUATION

An IFI will be recorded if the applicant,

1. Incorrectly selects a gear **causing danger**;
2. Forces 'right of way' **causing danger**;
3. Allows a potentially dangerous situation to arise resulting from the inability to operate the vehicle controls (e.g. stalls in a dangerous place, use of wipers/demisters, poor steering etc.);
4. Continually rides the brake with the left foot in an automatic vehicle (causing the brake lights to be displayed).

## IMMEDIATE FAIL ITEM 1.4 EXCEEDS SPEED LIMIT

An immediate fail will be recorded if the applicant:

**EXCEEDS ANY POSTED SPEED LIMIT.**

NOTE: It is important for the Authorised Examiner to take into account the error of parallax when assessing speed.

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## IMMEDIATE FAIL ITEM 1.5 EXAMINER INTERVENTION

An immediate fail will be recorded if The Authorised Examiner is required to intervene, **either verbally or physically**:

1. To prevent an accident;
2. To prevent a dangerous situation occurring;
3. In the event of *continual* inadequate car control (eg. stalling, poor steering control, inability to consistently maintain reasonable and constant progress by failing to drive close to the speed limit or within the road conditions);
4. Where the driver seeks or requires assistance in order to prevent confusion to themselves or other road users; or
5. Where the driver requires advice or assistance in the operation of the controls (including washers, wipers, and demisters) to ensure safety;
6. To prevent the applicant from continuing any traffic offence.

**NOTE:** Also consider 'Drive Without Due Care' - IFI - No. 1.3 on pages 26-27 if intervention is required to avoid danger.

## IMMEDIATE FAIL ITEM 1.6 FAILS TO COMPLY WITH ANY REASONABLE DIRECTION FROM AN EXAMINER

An immediate fail will be recorded if:

1. The applicant fails to attempt a manoeuvre when requested within a reasonable distance from the request. The applicant must be asked clearly, **at least twice** and, where appropriate, hand signals should be used. A distance limit should be stated in those requests where practicable; or
2. The applicant repeatedly fails to follow clear directions providing those directions are given in accordance with Procedure (3) on page 11. (Three (3) separate deviations from the test route will result in a "fail". See Note 3 - below).

**NOTE:**

1. If a applicant's command of English is insufficient for them to understand clearly stated directions, an understanding of hand signals should be established **before** commencing the test. An interpreter, (An Examiner, friend or relative) if available, may be used to facilitate the explanation **before** the VORT.
2. An interpreter, Examiner, friend or relative must **not** travel in the vehicle during the test.
3. It must be made clear to the applicant, after the first deviation, that if the route is not followed exactly a fail may result. (A total of three (3) deviations from the test route, provided that clear directions including hand signals have been given, will result in a "fail").

## SECTION 2 - SLOW SPEED MANOEUVRES

All manoeuvres *must be* attempted in every VORT even if any manoeuvres have been performed correctly during a previous VORT.

In conditions of *heavy rain* or *very strong wind* where The Authorised Examiner cannot set up the poles used for parking, The Authorised Examiner will mark the 'Reverse Parallel Parking' manoeuvre as a 'YES' and it will be included as a successful manoeuvre.

**NOTE:** If the applicant stops the vehicle in any illegal location for the purpose of commencing a requested manoeuvre, The Authorised Examiner must intervene and refer to **IFI** section.

### 2.1 MOVING OFF UPHILL MANOEUVRE

The Applicant is required to demonstrate the 'moving off uphill' procedure from a parked position. A parked position is defined as stationary at the side of a road with the handbrake correctly applied and the vehicle in 'neutral' or 'park'.

**Mark "/" in the YES column** if the applicant moves off from the side of the road safely and legally while complying with the Australian Road Rules.

1. Checks mirror and apply the appropriate signal for at least 5 seconds.
2. Checks the mirror and over the right shoulder (blind spot check) for traffic;
3. If safe, applies the appropriate power, releases the handbrake and (for manuals only) at the same time releases the clutch slowly until it is fully engaged;
4. Accelerates smoothly away from the kerb on the first attempt without stalling or rolling back and cancels the signal.

**Mark "/" in the NO column** if the applicant:

Fails to comply with the points above in sequence.

**NOTE:**

1. **Where there is no suitable hill or gradient**, the applicant must be directed to select a suitable location on the left of a road (usually identified on the VORT route) with sufficient traffic so as to perform the 'moving off' manoeuvre while cooperating with other traffic.
2. The Authorised Examiner must explain the manoeuvre as in Procedure (4), paragraph 5.1 on page 13.
3. **The applicant is allowed only one attempt at this manoeuvre.**
4. If the applicant fails to comply to the Australian Road Rules refer to the appropriate **IFI**.

## 2.2 'U' - TURN MANOEUVRE

The applicant is required to turn the vehicle around in the width of the road safely and legally, with full steering control without reversing. The turn can be started from any suitable, safe and legal location on the road providing other traffic is not **unnecessarily** obstructed.

**Mark "/" in the YES column** if the applicant:

1. Selects a suitable, safe and legal location to commence the 'U' Turn;
2. Checks the mirror and signals intention in reasonable time (best practice - a minimum of five (5) seconds if moving off from the kerb);
3. Positions the vehicle appropriately, safely and legally prior to and on completing the turn;
4. Completes the turn without reversing or striking the kerb;
5. Does not unduly inconvenience other road users;
6. Checks for traffic in appropriate directions at appropriate times (eg. blind spot if applicable);
7. Maintains full control of the vehicle throughout the turn.

**Mark "/" in the NO column** if the applicant:

Fails to comply with the points 1 to 7 above.

### NOTE:

1. If the applicant chooses to abort the U-Turn because of changed traffic conditions and The Authorised Examiner believes the decision is correct, mark **'YES'** for this exercise. If The Authorised Examiner believes the decision is incorrect, mark **'NO'** for this exercise.
2. **The applicant is allowed only one attempt at this manoeuvre.**
3. If the applicant fails to comply with the Australian Road Rules refer to the appropriate **IFI**.

## 2.3 THREE POINT TURN MANOEUVRE

The applicant will be required to turn the vehicle around on a road where the width of the road is less than the turning circle of the vehicle. This will require reversing in order to complete the turn so that the vehicle can be driven off in the opposite direction. This manoeuvre must be performed in a safe and efficient manner while complying with the law. Although The Authorised Examiner selects the road according to the location stated on the VORT route, the applicant must select the starting position of the three point turn (see *Procedure (4), page 14, point 5.3*).

**Mark "/" in the YES column** if the applicant:

1. Selects a suitable, safe and legal position to start the turn;
2. Complies with the moving off procedure (*if stationary—handbrake only if required, to avoid rolling*) and **ensuring that other vehicles are not affected by the move** (Note 2);
3. Proceeds across the road under full control without affecting other traffic;
4. Steers quickly to the left (best practice- about 1 metre from the right kerb).
5. Selects the appropriate gear for reversing (*foot on footbrake in automatics*);
6. Then uses the handbrake to avoid rolling (where necessary);
7. Checks right, left and behind just before and during reversing;
8. Proceeds across the road in reverse under full control.
9. Steers quickly to the right (best practice- about 1 metre from the left kerb) and prepare to move off down the road without additional steering (except for straightening).
10. Selects 1<sup>st</sup> gear or Drive and then uses the handbrake to avoid rolling (where necessary);
11. Checks left and right just before driving forward under full vehicle control;
12. Obstructs no other traffic unnecessarily during the turn.

**Mark "/" in the NO column** if the applicant:

1. Fails to comply with the points '1' to '12' above in sequence;
2. Rolls contrary to the intended direction of movement;
3. Touches any kerb or fails to perform the manoeuvre within the boundaries (see Note 3) as stated by The Authorised Examiner.

### NOTE:

1. If a vehicle is obstructed by the applicant's vehicle and, at the time of starting the manoeuvre, the applicant could not have been reasonably aware of the vehicle's approach, a 'Fail to Give Way' **must not be marked**.
2. If a 'Fail to Give Way' occurs other than that stated in Note 1. above, refer to IFI section. In country areas, boundaries may be the edges of the sealed carriageway (the road).
3. **The applicant is allowed only one attempt at this manoeuvre.**
4. If the applicant fails to comply with the Australian Road Rules refer to the appropriate IFI section.



## 2.4 ANGLE PARKING MANOEUVRE

The applicant is required to position the vehicle within a designated parking bay at the correct angle in one attempt and to reverse the vehicle out of an angle park (having regard for other vehicles which could be parked in adjacent bays) and position the vehicle appropriately to be able to move off in a forward direction with minimal steering correction. **At all times during the manoeuvre the applicant must demonstrate appropriate observation patterns.**

### ENTERING

The parking bay selected must be approached from either the left or right. *It must not be approached from a straight ahead or substantially straight ahead position.* Where possible the angle of the parking bay should be at 90 degrees to the direction of travel.

The Applicant must signal intention and enter the parking bay by driving forward, (ie. **not reversing in**) position the vehicle wholly within the designated parking bay and *substantially parallel* with the sides of the bay.

*Substantially parallel* means that the front and rear of the vehicle are not more than 300 mm out of parallel with the parking bay lines. The vehicle should be approximately central within the bay where practicable, having consideration for the proximity of other vehicles.

**Mark "/" in the YES column** if the applicant:

1. Checks road behind and signals intention in reasonable time;
2. Positions the vehicle appropriately and wholly within the designated parking bay;
3. Positions the vehicle correctly on the first attempt where practicable;
4. Demonstrates appropriate observation patterns;
5. Gives appropriate and adequate signal where necessary;
6. Stops the vehicle so that the front of the vehicle is **not more than 300 mm** from the kerb or the end of the parking bay. (The front of the vehicle may overhang the kerb).

**Mark "/" in the NO column** if the applicant:

1. Fails to comply with the points 1 to 6 above.

## 2.4 ANGLE PARKING MANOEUVRE (continued)

### EXITING

Mark "/" in the YES column if the applicant:

1. Observes left, right and behind, **before** moving the vehicle and **during** reversing;
2. Completes the manoeuvre in one attempt where sufficient space is available and substantially clears adjacent bays;
3. Reverses the vehicle for only such a distance as is necessary to complete the moving off in the required direction;
4. Positions the wheels of the vehicle at the completion of the reversing so that the vehicle may be driven in the intended direction with less than one further turn of the steering wheel. **(Any subsequent straightening of the wheels during forward motion is acceptable);**
5. Observes in the appropriate directions and signals (as appropriate) before moving off.

Mark "/" in the NO column if the applicant:

1. Fails to comply with the points 1 to 5 above;
2. Fails to select an appropriate gear.

### NOTE:

1. Appropriately parked is defined as:
  - 1.1 Wholly within the parking bay;
  - 1.2 No more than 300 mm out of parallel with the marked parking bay lines and with the wheels straight;
  - 1.3 The front of the vehicle must be within 300 mm of the end of the bay and the wheels must not touch the kerb.
2. If a 'NO' is scored for either entering or exiting then a 'NO' shall be scored overall.
3. **The applicant is allowed only one attempt at this manoeuvre.**
4. **The vehicle does NOT have to be parallel to the intended line of travel at the end of the reversing.**
5. Where the law requires a signal but no signal is given refer to the appropriate **IFI section.**

## 2.5 PARALLEL PARKING MANOEUVRE

The applicant is required to start the exercise from within the designated parking bay. The applicant may initially reverse if required in order to exit the parking bay. The applicant will use the **'moving off'** procedure, **(handbrake only as required to avoid rolling)** to leave the parking bay without touching the poles or driving between the poles and the kerb, and then position the vehicle forward and to the right of the front pole and parallel to the kerb in readiness for the reversing component of the manoeuvre.

The applicant is then required to reverse into the parking bay without touching the poles, driving between a pole and the kerb, or touching the kerb. From the commencement of the reversing the applicant is allowed no more than **two changes of direction** if necessary to arrive at a satisfactory central position within the parking bay.

A satisfactory position is achieved when both left side wheels are within 300mm of the kerb line, and the vehicle is located between the poles and not closer than 900 mm to either pole.

**Mark "/" in the YES** column if the applicant:

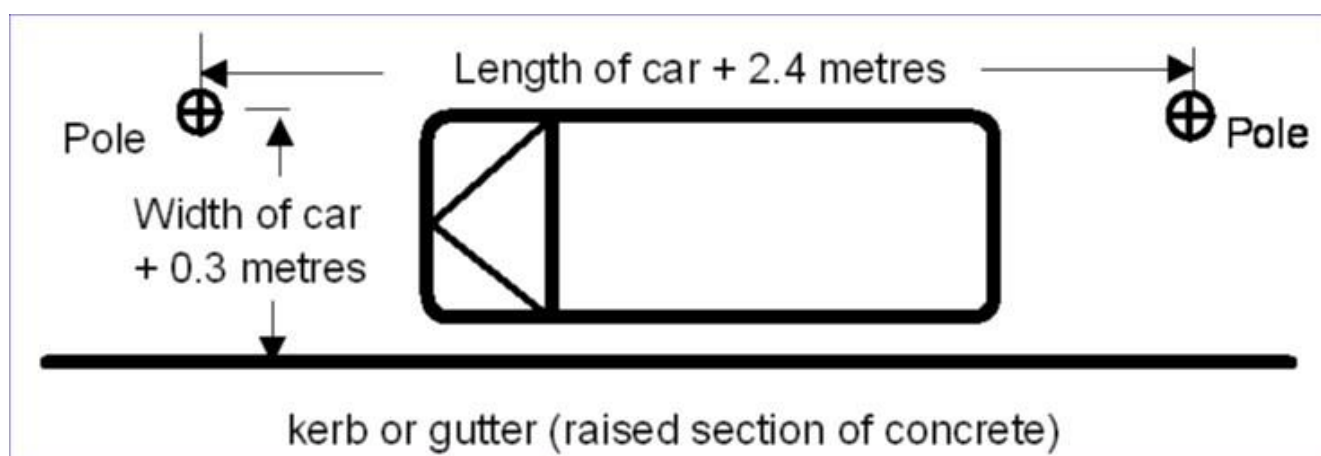
1. Checks right and left blind spots & behind, by turning around prior to and during reversing; and
2. Uses the **'moving off'** procedure, **(handbrake as required)** for leaving the parking bay;
3. Exits the parking bay without touching the poles and without driving between either pole and the kerb;
4. Before reversing checks right and left blind spots and behind, by turning around prior to and during reversing. Before turning the wheel to the left (when reversing), checks left and right blind spots and forward (for other road users) .
5. Completes the parking exercise with no more than two (2) changes of direction after commencing reversing;
6. Does not touch any pole, allow any part of the vehicle to pass between a pole and the kerb, or touch the kerb with a wheel;
7. Finishes in a position with the left wheels of the vehicle within 300 mm of the kerb and the vehicle no closer than 900 mm to either pole.

## 2.5 PARALLEL PARKING MANOEUVRE (continued)

Mark "/" in the **NO** column if the applicant:

1. Fails to comply with the points 1 to 7 on page 34.
2. Unnecessarily obstructs other traffic for **an excessive period of time**.

### Diagram of Parking Bay layout



### NOTE:

1. **The applicant is allowed only one attempt at this manoeuvre.**
2. Two, three or four poles (at the ends of the parking bay) may be used to define the parking bay.
3. If the applicant mounts the kerb, refer to **IFI** section. If the applicant fails to comply with the Australian Road Rules refer to the appropriate **IFI** section.
4. The Authorised Examiner will conduct the manoeuvre as explained in Procedure (4), paragraph 5.5 on page 15-16.

## SECTION 3 - THE GENERAL DRIVE CODES FOR CLASS 'CAR'

The General Drive Section of the VORT is marked using a **CODE** system as summarised in the list below. These codes make up the performance checks (**PC's**) which are listed alongside the directions on a VORT route.

<b>CODE</b>	<b>DESCRIPTION</b>
M.....	MIRROR
S.....	SIGNAL
A.....	APPROACH
Q.....	SEQUENCE
P.....	POSITION
T.....	TURN
O.....	OBSERVATION
J.....	JUDGEMENT
SPEC.....	SPECIAL
C. CON.....	CAR CONTROL
MARG.....	SAFETY MARGINS
PROG.....	PROGRESS

These Codes must be placed on the VORT Recording Sheet whenever the applicant for a VORT *fails to comply with the item* in accordance with the standard contained within this Section **and** the Code contained within the PC on the VORT route.

## 3.1 MIRROR - CODE 'M'

The use of mirrors is an important part of developing a driver's awareness of the presence of other road users, especially when approaching hazards. Drivers who use the appropriate mirrors in the correct manner are applying one of the Rules of Observation by "Getting the Big Picture" and when used at the correct time ensure compliance with the System of Car Control.

In vehicles where a view cannot be obtained from a central mirror (eg. vans) both left and right side mirrors must be used to check for following traffic. Other mirrors should be checked in conjunction with the central mirror (where fitted).

**Mark "/" in the Y column** (see note below) if the applicant:

1. Checks the appropriate mirror(s) within five (5) seconds **before** signalling (if applicable); or
2. Checks the appropriate mirror(s) within five (5) seconds **before** braking or substantially slowing the vehicle.

**Mark "M" in the N column** if the applicant:

1. Fails to check the appropriate mirror(s) as required above.

**Mark "/" in the NA column** if:

1. The Authorised Examiner is distracted from observing the applicant at the appropriate time; or
2. The Authorised Examiner is unsure if the applicant performed the appropriate mirror(s) checks; or
3. The 'PC' could not be assessed due to other circumstances (eg. off route).

**NOTE:** If a mirror 'M' code forms part of a 'PC', all codes in that 'PC' must be performed correctly **and** in the correct sequence in order to mark "/" in the 'Y' column.

## 3.2 SIGNAL - CODE 'S'

**MOVING OFF:** The applicant is required by law to signal for a **minimum of five (5)** seconds before moving off from a stationary position at the edge of the road. ARR 46(3) "If a driver is about to change direction by moving from a stationary position at the side of the road or in a median strip parking area, the driver must give a change of direction signal for at least 5 seconds before the driver changes direction"

**DIVERGING and LANE CHANGING:** Signals (best practice for two seconds or four flashes) before diverging or lane changing. ARR 46(2) "The driver must give the change of direction signal for long enough to give sufficient warning to other drivers and pedestrians."  
(4) "The driver must stop giving the change of direction signal as soon as the driver completes the change of direction."

**Mark "/" in the Y column** (see note 1 below) if the applicant:

1. Signals for at least five (5) seconds before moving off from a stationary position at the side of the road; or
2. Signals (best practice for two seconds or four flashes) before diverging or lane changing;
3. Continues to signal until the desired position is substantially reached (unless the continuing signal could cause confusion for another road user); and
4. Cancels the signal once the correct position has been substantially achieved.

**Mark "S" in the N column** if the applicant:

1. Fails to comply with any of the above.

### NOTE:

1. If a signal 'S' code forms part of a 'PC' all codes in the 'PC' must be performed correctly **and** in the correct sequence in order to mark "/" in the Y column.
2. When the diverge is gradual or over a long distance on an unlaned road, signals and blind spot checks may be omitted only if safe.

## 3.2 SIGNAL - CODE 'S' (continued)

**TURNING:** The applicant is required to signal in the correct direction for a reasonable time (at least two seconds (or 4 flashes) where practicable or longer if the situation demands) prior to braking or substantially slowing the vehicle before turning onto or from any road;

**Mark "/" in the Y column** (see note 1 below) if the applicant:

1. Signals in the correct direction for a reasonable time prior to braking or substantially slowing before turning;
2. Continues to signal until the turn is substantially completed.

**Mark "S" in the N column** if the applicant:

1. Fails to comply with the points 1 and 2 above.

**NOTE:** If the signal cancels prior to the turn being substantially completed, **refer to IFI section.**

## ROUNDABOUTS

### SIGNAL REQUIREMENTS AT ROUNDABOUTS

**Reference ARR:** Part 9, Rule 118

**“Giving a change of direction signal when leaving a roundabout”**

- (1) If practicable, a driver driving in a roundabout *must* give a left change of direction signal prior to leaving the roundabout.

If a signal is practicable and not applied then a breach of the ARR must be recorded.  
If the signal is not given because it is not practicable, no fault is to be recorded.



## 3.3 APPROACH - CODE 'A'

A driver is required to approach hazards at a **safe speed** to allow time to assess the hazard for danger and to enable the controls of the vehicle to be **effectively** and **efficiently** operated. This will ensure that the vehicle will be able to negotiate the hazard **in a safe controllable manner with maximum stability**. Approach primarily refers to appropriate speed, and use of brakes, The applicant is required to adjust the speed of the vehicle in a smooth, efficient manner appropriate to the hazard and demonstrate appropriate gear selection (if applicable) **after a clear view is obtained**. The applicant may, in some situations, have to stop the vehicle before a clear view can be obtained, or stop the vehicle on demand at other locations controlled by traffic signals or other traffic control devices.

**Mark "/" in the Y column** if the applicant:

1. Brakes or slows the vehicle smoothly to a safe speed of arrival at the hazard allowing the hazard to be safely negotiated or brings the vehicle smoothly to a stop if required;
2. Engages the appropriate gear immediately after a clear view has been obtained and (where practicable) before the hazard;
3. Uses the brakes to slow the vehicle, not the gears;
4. Disengages the clutch just before stopping or gear changing (to avoid stalling or labouring the engine).

**Mark "A" in the N column** if the applicant:

1. Unnecessarily jerks the vehicle while braking or slowing;
2. Fails to comply with the points 1 to 4 above;

**Mark "/" in the NA column** if the applicant:

1. While taking emergency action, brakes harshly or jerkily in order to avoid danger from another road user, which could not have been reasonably anticipated by the applicant.

**NOTE:** If approach 'A' forms part of a 'PC', all codes in the 'PC' must be performed correctly **and** in the correct sequence in order to mark "/" in the Y column;

## 3.4 SEQUENCE - CODE Q

To ensure that applicants operate their vehicles in a safe and efficient manner that will result in economical and environmentally friendly driving practices, driving assessments are based on the principles of the System of Car Control.

The applicant shall demonstrate the sequences of actions listed below when being assessed on the performance checks "MSA" and "MSOJ" during the drive section of a VORT.

### Sequence when turning 'MSA'

- Mirror - to check for following and overtaking traffic;
- Signal - to forewarn other road users; and
- Approach - to ensure a safe speed and efficient method of approach.

### TURNS (MSA)

**Mark "/" in the Y column** if the applicant:

1. Checks the mirror within five seconds prior to signalling; and
2. Signals before applying the brake or substantially slowing.

**Mark "Q" in the N column** if the applicant:

1. Signals or brakes before checking the mirror; or
2. Applies the brake before signalling.

**Mark "/" in the NA column** if:

1. Examiner misses or fails to assess any action in the PC.

## 3.4 SEQUENCE - CODE Q (continued)

### Sequence when lane changing or merging 'MSOJ'

- Mirror - to check for following and overtaking traffic;
- Signal - to forewarn other road users;
- Observation - to check the appropriate blind spot just before diverging;
- Judgement - to interact with other road users.

### LANE CHANGE or MERGE

Mark "/" in the Y column if the applicant:

1. Correctly performs each action (see note below); and
2. Checks the mirror within 5 seconds before signalling; and
3. Checks the appropriate blind spot after having signalled and **immediately prior** to diverging.

Mark "Q" in the N column if the applicant:

1. Signals before checking the mirror; or
2. Fails to check the appropriate blind spot after the signal (even though a blind spot may have been checked elsewhere); or
3. Commences diverging before or at the same instant as signalling or checking the appropriate blind spot.

Mark "/" in the NA column if:

1. Examiner misses or fails to assess any action in the PC.

**NOTE:** If applicant omits or incorrectly performs any single action in the 'PC' the corresponding code must be placed in the N column.

## 3.5 POSITION - CODE 'P'

### STOP SIGN AND/OR STOP LINE

**Mark "/" in the Y column** if the applicant:

1. Complies with the Australian Road Rules.
2. After stopping, re-positions the vehicle appropriately (if necessary) to obtain a better view.

**Mark "P" in the N column** if the applicant:

1. Fails to re-position the vehicle appropriately (when necessary) to obtain a better view.

### STOP SIGN (without a white line)

**Mark "/" in the Y column** if the applicant:

1. Complies with the Australian Road Rules.

### TRAFFIC LIGHTS (Stopping position, when safe, for a driver who is first in line approaching a red or yellow traffic light).

**Mark "/" in the Y column** if the applicant:

1. Complies with the Australian Road Rules.
2. Re-positions the vehicle as appropriate when faced with a green light.

**Mark "P" in the N column** if the applicant:

1. Fails to re-position the vehicle appropriately when faced with a green light while waiting to turn (where the driver completes the turn).

### NOTE:

1. If the applicant **fails to stop** or **fails to** comply with the Australian Road Rules refer to **IFI** section
2. Fails to complete the turn during that cycle of the traffic lights, refer to **IFI section**.

## 3.5 POSITION - CODE 'P' (continued)

### TURNING (Starting position of the turn)

**Mark "/" in the Y column** if the applicant:

1. Correctly positions the vehicle to start the turn;
2. Correctly positions or re-positions the vehicle for observation;

**Mark "P" in the N column** if the applicant:

1. Fails to comply with any of the above requirements.

**Mark "/" in the NA column** if the applicant:

1. Unavoidably positions the vehicle incorrectly due to road or traffic conditions beyond the control of the applicant.

### LANED ROADS

**Mark "/" in the Y column** if the applicant:

1. Selects the appropriate lane in which to travel;
2. Remains entirely within that lane where practicable.

**Mark "P" in the N column** if the applicant:

1. Fails to comply with 1 and 2 above.

**Mark "/" in the NA column** if the applicant:

1. Unavoidably fails to travel wholly within a lane due to road conditions beyond the control of the applicant.

**NOTE:** If the speed limit for the laned road is **more** than 80 kph, or a 'Keep Left Unless Overtaking' sign is exhibited, the applicant must not use the right lane. Exemptions apply when the applicant is intending to turn right and is signalling, is overtaking, or is unable to move left because of traffic flow.

An opportunity must have been available for the applicant to change from the right lane to another lane before being penalised for failing to take this action.

## 3.5 POSITION – CODE 'P' (continued)

### UNLANED ROADS

The Australian Road Rules require a driver to keep as near as practicable to the left edge of the road when driving on a road not marked with lanes. This means that the applicant should position the vehicle so that there is insufficient space for another motor vehicle (except a motor cycle) to fit between the applicant's vehicle and the left kerb or left edge of the road. This rule applies whether there is a following vehicle or not.

This section can be used where an applicant is slow to take up the correct position on an unlaned road. If the applicant fails to take up the correct position within a reasonable time and requires The Authorised Examiner to intervene (provide advice) to prevent continuing the offence, action should be taken under IFI 1.5 on page 28.

**Mark "/" in the Y column** if the applicant:

1. Drives as near as practicable to the left edge of the road after **taking into consideration the prevailing road and traffic conditions.**

#### **Note:**

1. In all situations, taking into consideration the prevailing road and traffic conditions, **whether there is a performance check or not**, if the position of the applicant's vehicle **continues to remain too far from the left edge of the road**, The Authorised Examiner must intervene. The intervention by The Authorised Examiner is to prevent the applicant from continuing the offence. If this occurs, The Authorised Examiner will record an IFI. Refer to **IFI 1.5, paragraph 6 on page 28.**

## 3.6 TURN - CODE 'T'

The applicant is required to complete the turn complying with all legal and safety requirements.

**Mark "/" in the Y column** if the applicant: Complies with the Australian Road Rules.

1. Does **NOT** touch the kerb when turning (see IFI No. 1.3 if kerb is mounted);

### Right Turns

**Regardless** of the presence of centre lines, If two (2) or more wheels enter unnecessarily onto the incorrect side of the road, then refer to **IFI's**.

### Left Turns

**Regardless** of the presence of centre lines, If **any part** of the vehicle unnecessarily crosses onto the incorrect side of the road then refer to **IFI's**.

**Mark "T" in the N column** if the applicant:

1. Fails to comply with point 1.
2. **If a dangerous situation occurs as a result of poor execution of the turn refer to IFI's.**

## 3.7 OBSERVATION - CODE 'O'

As a driver approaches a hazard, early and timely observation enables safe decision making in order to ensure efficient use of the road system.

The applicant is required to check for traffic and/or pedestrians in all appropriate directions at appropriate times before entering any hazard.

**Mark "/" in the Y column** if the applicant:

1. Looks to the right and left **before** crossing intersections (as appropriate);
2. Looks for vehicles and pedestrians just before entering any hazard where there is a possibility of conflicting traffic (and **before** deciding to go);
3. Looks sufficiently early enough (where appropriate) to assess the traffic situation in a hazard in order to maintain progress.

**Mark "O" in the N column** if the applicant:

1. Fails to check in the appropriate directions prior to negotiating any hazard; or
2. Fails to take advantage of a clear view into the hazard prior to arrival and, as a result, fails to proceed when it is safe to do so.

**Mark "/" in the NA column** if:

1. Any situation requires the attention of The Authorised Examiner to be directed elsewhere.

**NOTE:** Observation includes blindspot checks but does not include mirror checks, as this is a separate code within a performance check.

## 3.8 JUDGEMENT - CODE 'J'

The applicant is required to demonstrate the necessary confidence and competence in being able to select appropriate safe gaps when moving off from the kerb, turning right or left, or changing lanes. This interaction with other road users is of great importance for the safe and efficient movement of traffic.

**Mark "/" in the Y column** if the applicant:

1. Selects the first available safe gap;
2. Selects safe gaps in traffic utilising the vehicle's acceleration capability as a safety factor;
3. Merges with other traffic at the appropriate speed where a safe gap occurs (eg. merge situations, lane changes and freeway type entries).

**Mark "J" in the N column** if the applicant:

1. Does not take appropriate action as required in 1 to 3 above; or
2. Selects a gap which causes a **minor** adjustment of speed or direction of another vehicle or pedestrian; or
3. Selects a gap, which, owing to the traffic conditions at the time, *had potential to cause danger to another road user.*

**Do not score N/A for this performance check unless off route.**

**NOTE:** See NOTE for **IFI 1.2 on page 25** for significant change of speed or direction.



## 3.9 SPECIAL - CODE 'SPEC'

This code is to be used if the applicant encounters an unusual or unexpected road situation during a test route section where the applicant is required to take some form of appropriate action. This is to include the lack of forward planning.

**Mark "/" in the Y column** if the applicant:

1. Readily recognises an unusual or unexpected situation and takes safe, legal and appropriate action.

**Mark "/" in the N column** if the applicant:

1. Fails to take or is late in taking safe and appropriate action.

**Mark "/" in the NA column** if the applicant:

1. Does not encounter any unusual or unexpected situation during that test route section.

## 3.10 SAFETY MARGINS - CODE 'MARG'

The applicant is required to maintain an acceptable safety margin with regard to following distance, stationary objects, (eg parked vehicles) overtaking, pedestrians, or any other hazard encountered during each test route section. When marking this code, consideration must be given to the speed of the vehicle, defensive action taken by the applicant (eg. covering the brake) and the potential for danger.

**Mark "/" in the Y column** if the applicant:

1. Maintains acceptable safety margins throughout each test route section.

**Mark "/" in the N column** if the applicant:

1. Does not maintain an acceptable safety margin at any time during each test route section.

**Do not score N/A for this performance check.**

### NOTE:

1. **Parked Vehicles**  
**Minimum** clearance is 1.2 metres although this can be less at reduced speed.
2. **Minimum Following Distances:**
  - 3 seconds in dry conditions.
  - An increased following distance in adverse conditions.
  - If the following distance is less than 2 seconds, **refer to the IFI section.**
  - If the following distance is between 2 and 3 seconds, **Mark "/" in the N column** if the applicant could have maintained a 3 second gap.

**Example:** An applicant must drive at a distance behind a vehicle travelling in front so they can, if necessary, stop safely to avoid a collision with the other vehicle.

3. **Insufficient Safety Margins**  
If an action by the applicant creates a danger to the applicant's vehicle, another vehicle, or pedestrian, **refer to IFI section.**

## 3.11 PROGRESS - CODE 'PROG'

The applicant is required to maintain reasonable progress throughout each test route section in order to demonstrate the appropriate confidence in driving a motor vehicle for the efficient use of the road system. The applicant should be able to keep up with the traffic flow where practicable (providing the speed limit is not exceeded). Acceleration should be smooth, progressive, and applicable for the conditions at the time.

**Mark "/" in the Y column** if the applicant:

1. Maintains reasonable progress throughout that test route section.

**Mark "/" in the N column** if the applicant:

1. Drives continuously below the posted speed limit by **more than 5 km/h** where the applicant's vehicle is not obstructed **AND the speed limit can safely and easily be maintained**;
2. Fails to demonstrate adequate acceleration when required;
3. Continually stops, or excessively slows, at intersections unnecessarily where good visibility is available.

**Do not score N/A for this performance check.**

**NOTE:** If the applicant drives at such a speed so as to cause obstruction or impedes other traffic, **refer to IFI** section.

## 3.12 VEHICLE CONTROL - CODE 'C.CON'

The applicant is required to demonstrate competent use of the vehicle's controls to ensure a high level of vehicle control is maintained throughout each section of the VORT route.

**Mark "/" in the Y column** if the applicant demonstrates competent control and appropriate use of:

- 1 steering, clutch and accelerator; and
- 2 gears, handbrake and foot pedals (see notes below).

**Mark "/" or "A" in the N column**, as applicable if the applicant:

1. Fails to demonstrate competent control and appropriate use of 1 and 2 above.

### NOTE:

1. For continual severe inadequacy of Vehicle Control refer to **IFI** section.
2. **Do not score N/A for this Performance Check.**
3. This performance check does **not** cover braking but Code "A" in this situation may be used where stopping is required by law in places other than those identified under Code "P" in the performance checks. Braking is assessed as part of the "**Approach**" code. If applicant fails to stop, when required by law, refer to IFI section
4. The use of the left foot on the brake in automatic vehicles is considered poor practice. If vehicle control is compromised or the brake lights are continually displayed due to left foot braking, refer to **IFI** section.
5. Running off the kerb (dismounting **one** wheel only) when leaving a driveway will not result in an IFI. A "**VEHICLE CONTROL**" fault must be recorded (eg. steering control).

## 1. VORT PASS REQUIREMENTS AND CALCULATING THE VORT RESULT

### 1. PASS REQUIREMENTS OF THE VORT

The applicant **must**:

- (a) **not** commit any **breach of road law** while undertaking a VORT;
- (b) **score at least 90%** overall

in order to achieve a 'PASS' in the VORT practical driving test.

### 2. TOTAL SCORE

A TOTAL SCORE of **90% or more** with no IFI's occurring during the VORT ", will result in a **PASS**.

A TOTAL SCORE of **less than 90%** on a VORT will result in a **FAIL**.

### 3. CALCULATION OF THE SCORE TOTAL

#### 3.1 Manoeuvres - Maximum Score of 10 points (**SCORE 1**)

Each correctly performed manoeuvre will result in the addition of 2 points to **SCORE 1**. No addition to **SCORE 1** will be given if the sequence is incorrect or any of the criteria are omitted from the manoeuvre.

#### Example

1 manoeuvre correct	Score 1 = 1 x 2 = 2
2 manoeuvres correct	Score 1 = 2 x 2 = 4
3 manoeuvres correct	Score 1 = 3 x 2 = 6
4 manoeuvres correct	Score 1 = 4 x 2 = 8
5 manoeuvres correct	Score 1 = 5 x 2 = 10 (maximum score)

#### 3.2 General Drive - Maximum Score 90 points (**SCORE 2**)

To obtain the value of **SCORE 2**, The Authorised Examiner shall find the total number of PC's assessed and the total number of "NO's" recorded. By using the Ready Reckoner in this manual, the intersecting points of the total PC's assessed and the total "NO's" gives **SCORE 2**.

## 2. CALCULATING THE TOTAL SCORE AND THE VORT RESULT (Example)

Example (See page 17 - Procedure (5) for scoring VORT using the VRS)

From page 23, paragraph number:

5.7.1	Total PC's on VORT route used = Maximum PC No	=	68
5.7.2	(less) Total "NA's" recorded = $NA_1 + NA_2 + NA_3$	=	<u>-5</u>
5.7.3	Therefore Total PC's assessed on VORT route	=	63
5.7.4	Total "NO's" recorded = $N_1 + N_2 + N_3$	=	5

Using the Ready Reckoner the intersection of Total PC's assessed (63 in example) and Total "NO's" recorded (5 in example) is 82.

Therefore *SCORE 2* = 82

### 3.3 Use of Calculator to Find *Score 2* (optional)

$$\text{SCORE 2} = \frac{\text{TOTAL "YES" SCORE} \times 90}{\text{TOTAL PC'S ASSESSED ON VORT}} \\ (\text{PC's on VORT Route} - \text{Total "NA's"})$$

$$\begin{aligned} \text{TOTAL "YES" SCORE} &= \text{Paragraph 5.7.3} - \text{Paragraph 5.7.4} \\ (\text{From Example}) &= 63 - 5 = 58 \end{aligned}$$

$$\text{SCORE 2} = \frac{58 \times 90}{(68 - 5)} = \frac{58 \times 90}{63} = 82$$

Calculator Buttons $58 \div 63 \times 90 = 82.857142$
--

**NOTE:** If a calculator is used all numbers to the RIGHT of the decimal point are deleted. The result is NOT rounded up.

**SCORE 1 + SCORE 2 = TOTAL SCORE**

FROM EXAMPLE	Manoeuvres (score 1)		General Drive (score 2)		Total Score	Result
One manoeuvre correct	2	+	82	=	84	Fail
Two manoeuvres correct	4	+	82	=	86	Fail
Three manoeuvres correct	6	+	82	=	88	Fail
Four manoeuvres correct	8	+	82	=	90	Pass
Five manoeuvres correct	10	+	82	=	92	Pass

# VORT READY RECKONER

## CLASS: CAR

PC's	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
80	88	87	86	85	84	83	82	81	79	78	77	76	75	74	73	72	70	69	68	67	66	65	64	63	61
79	88	87	86	85	84	83	82	80	79	78	77	76	75	74	72	71	70	69	68	67	66	64	63	62	61
78	88	87	86	85	84	83	81	80	79	78	77	76	75	73	72	71	70	69	68	66	65	64	63	62	61
77	88	87	86	85	84	82	81	80	79	78	77	75	74	73	72	71	70	68	67	66	65	64	63	61	60
76	88	87	86	85	84	82	81	80	79	78	76	75	74	73	72	71	69	68	67	66	65	63	62	61	60
75	88	87	86	85	84	82	81	80	79	78	76	75	74	73	72	70	69	68	67	66	64	63	62	61	60
74	88	87	86	85	83	82	81	80	79	77	76	75	74	72	71	70	69	68	66	65	64	63	62	60	59
73	88	87	86	85	83	82	81	80	78	77	76	75	73	72	71	70	69	67	66	65	64	62	61	60	59
72	88	87	86	85	83	82	81	80	78	77	76	75	73	72	71	70	68	67	66	65	63	62	61	60	58
71	88	87	86	84	83	82	81	79	78	77	76	74	73	72	70	69	68	67	65	64	63	62	60	59	58
70	88	87	86	84	83	82	81	79	78	77	75	74	73	72	70	69	68	66	65	64	63	61	60	59	57
69	88	87	86	84	83	82	80	79	78	76	75	74	73	71	70	69	67	66	65	63	62	61	60	58	57
68	88	87	86	84	83	82	80	79	78	76	75	74	72	71	70	68	67	66	64	63	62	60	59	58	56
67	88	87	85	84	83	81	80	79	77	76	75	73	72	71	69	68	67	65	64	63	61	60	59	57	56
66	88	87	85	84	83	81	80	79	77	76	75	73	72	70	69	68	66	65	64	62	61	60	58	57	55
65	88	87	85	84	83	81	80	78	77	76	74	73	72	70	69	67	66	65	63	62	60	59	58	56	55
64	88	87	85	84	82	81	80	78	77	75	74	73	71	70	68	67	66	64	63	61	60	59	57	56	54
63	88	87	85	84	82	81	80	78	77	75	74	72	71	70	68	67	65	64	62	61	60	58	57	55	54
62	88	87	85	84	82	81	79	78	76	75	74	72	71	69	68	66	65	63	62	60	59	58	56	55	53
61	88	87	85	84	82	81	79	78	76	75	73	72	70	69	67	66	64	63	61	60	59	57	56	54	53
60	88	87	85	84	82	81	79	78	76	75	73	72	70	69	67	66	64	63	61	60	58	57	55	54	52
59	88	86	85	83	82	80	79	77	76	74	73	71	70	68	67	65	64	62	61	59	57	56	54	53	51
58	88	86	85	83	82	80	79	77	76	74	72	71	69	68	66	65	63	62	60	58	57	55	54	52	51
57	88	86	85	83	82	80	78	77	75	74	72	71	69	67	66	64	63	61	60	58	56	55	53	52	50
56	88	86	85	83	81	80	78	77	75	73	72	70	69	67	65	64	62	61	59	57	56	54	53	51	49
55	88	86	85	83	81	80	78	76	75	73	72	70	68	67	65	63	62	60	58	57	55	54	52	50	49
54	88	86	85	83	81	80	78	76	75	73	71	70	68	66	65	63	61	60	58	56	55	53	51	50	48
53	88	86	84	83	81	79	78	76	74	73	71	69	67	66	64	62	61	59	57	56	54	52	50	49	47
52	88	86	84	83	81	79	77	76	74	72	70	69	67	65	64	62	60	58	57	55	53	51	50	48	46
51	88	86	84	82	81	79	77	75	74	72	70	68	67	65	63	61	60	58	56	54	52	51	49	47	45
50	88	86	84	82	81	79	77	75	73	72	70	68	66	64	63	61	59	57	55	54	52	50	48	46	45
49	88	86	84	82	80	78	77	75	73	71	69	67	66	64	62	60	58	56	55	53	51	49	47	45	44
48	88	86	84	82	80	78	76	75	73	71	69	67	65	63	61	60	58	56	54	52	50	48	46	45	43
47	88	86	84	82	80	78	76	74	72	70	68	67	65	63	61	59	57	55	53	51	49	47	45	44	42
46	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	45	43	41

Add 2 pts for each correct exercise. Zero (0) errors = 90%